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American Railroad Journal.

New York, Saturday, December 24, 1864.

Two New Railroads in Nova Scotia.

On St. Andrew's day the people of Pictou, N. S., inaugurated with a celebration the work of building the road which is to connect Pictou with Truro. There is a railway already existing between Truro and Halifax. This is an important matter, as the Pictou coal will be loaded iuto cars at the mines, and delivered at the wharves in Halifax without transhipment, saving a long, circuitous, and generally difficult water journey that is now performed from Pictou to Halifax *via* Belleisle.

At the inauguration, the Hon. Provincial Secretary, Dr. Tupper, announced it as the policy of the present administration of Nova Scotia, to build a new road 85 miles long in another direction, viz., from Halifax southwest to Annapolis. To secure this they proposed to give a bonus of $84,000 a year for 20 years. This road will shorten the St. John route to Halifax some forty to fifty miles, as Annapolis is directly opposite St. John, on the Bay of Fundy, and on a fair day St. John can be distinctly seen across it. The country around Annapolis is the richest and most fertile in the province.

New York Central Railroad.

The annual statement of the operations of this company for the fiscal year ending September 30, 1864, was submitted at a meeting of the stockholders held on the 14th inst. The following is an abstract:

EARNINGS AND RECEIPTS.

From through passengers		$1,128,101 48
" way "		2,795,050 32
" through freight		5,711,896 24
" way "		2,758,074 31
" express		95,790 00
" rents, storage, etc		435,577 48
Total		$12,997,889 83

PAYMENTS OTHER THAN FOR CONSTRUCTION.

For transportation expenses, viz:		
For passenger business		$3,060,234 51
" freight "		6,285,949 85
		$9,346,184 36
For interest including interest on Debt Certificates held for the sinking fund	$1,026,765 38	
For sinking funds	111,182 38	
For rent of Niagara bridge and Canandaigua railroad	60,000 00	
For U. S. Tax on earnings	84,959 88	
		1,282,907 64
For dividends, viz:		
No. 20, Feb., 1864, 5 per cent.	$1,218,450 00	
No. 21, Aug., 1864, 4 per cent.	975,400 00	
U. S. tax on same	85.323 50	
		2,279,173 59

The transportation expenses for the year ending September 30, 1864, were 71.91 per cent. of the gross earnings for the same period.

The net earnings for the year ending September 30, 1864, were $2,368,797 83, equal to 9.25 per cent. (and U. S. Tax thereon) on the amount of the capital stock of the company.

SUMMARY *of all transportation expenses for the year ending September* 30, 1864, *as shown by the following tables:*

	Amount.	Allotted to Passenger Transp.	Allotted to Freight Transp.
Maintaining roadway and real estate	$3,170,750	$1,212,782	$1,957,968
Repairs of machinery	2,672,635	726,970	1,945,665
Operating the road	3,502,799	1,120,483	2,382,316
Total	$9,346,184	$3,060,235	$6,285,949

COST OF OPERATING THE ROAD.

	Amount.	Allotted to Pass. Transp.	Allotted to Fg't Transp.
Office exp., stat'ery, etc.	$33,937 48	$17,817 11	$16,120 37
Agents and clerks	293,623 84	113,807 82	179,816 02
Handling freight	486,105 64	.....	486,105 64
Porters, watchmen, etc.	241,983 55	92,558 71	149,424 84
Wood and water station attendance	59,009 74	22,571 23	36,438 51
Conductors, etc.	229,070 96	98,162 59	130,908 37
Enginemen and firemen	311,907 84	104,235 81	207,672 03
Fuel and preparing	1,300,359 01	497,387 32	802,971 69
Oil and waste	216,931 25	82,975 80	133,955 45
Loss & damage of goods	108,859 79	318 13	108,541 66
Damages for injuries of persons	15,718 94	11,789 20	3,929 74
Damages to property including damages by fire and cattle killed	6,260 71	2,347 77	3,912 94
Gen'l superintendence	75,794 39	28,422 89	47,371 50
Contingencies	128,236 23	48,088 59	80,147 64
Totals	$3,502,799 37	1,120,482 97	2,382,316 40

MAINTENANCE OF ROAD AND MACHINERY.

	Amount.	Allotted to Pass. Transp.	Allotted to Fg't Transp.
Repairs of road, etc.:			
Repairs of road bed and railway, except'g cost of iron	$1,150,214 83	$439,957 17	$710,257 66
Cost of iron (including the cost of chairs and spikes) used in rep'rs	1,144,214 12	437,661 90	706,552 22
Repairs of buildings	525,217 10	200,895 54	324,321 56
Rep'rs of fences & gates	20,633 63	7,872 37	12,761 26
Taxes on real estate	327,834 80	125,386 81	203,447 99
R'p'rs of Mob'wk turnp.	2,635 83	1,008 20	1,627 63
Totals	$3,170,750 31	1,212,781 99	1,957,968 32
Repairs of machinery:			
Rep. of eng'es & tend'rs	$652,241 90	$244,590 71	$407,651 19
Do. pass. and bag. cars	418,399 35	418,399 35	.....
Do. freight cars	1,431,381 48	.....	1,431,381 48
Do. mach'y, etc., in shops	83,833 27	31,437 48	52,395 79
Incidental expenses	86,778 68	32,542 01	54,236 67
Totals	$2,672,634 68	726,969 55	1,945,665 13

Comparative statement of the funded debt and capital stock on the 30th September, 1863 *and* 1864.

	1863.	1864.
Debt certificates less am't of sinking fund	$7,146,104	$6,917,598
Bonds payable in 1864	2,949,200	.....
Debts of the former companies outstanding	253,569	224,920
Bonds for fund'g the debts of the former companies	1,448,000	1,398,000
Bonds for railroad stocks.	563,000	663,000
Bonds for real estate	165,000	165,000
Bonds to Buffalo and Niagara Falls Railroad Company	78,000	78,000
Bonds of Buffalo and Niagara Falls Railroad Company	24,000	.....
Bonds and mortgages	235,775	235,823
Convertible b'nds, payable in 1876	781,000	604,000
Bonds payable in 1887	36,000	2,925,000
Total am't of funded debt.	$13,779,648	$13,211,341
Capital stock	24,209,000	24,386,000
Total	$37,988,648	$37,597,341

COST OF ROAD AND EQUIPMENT.

	By last report.	To present time.
For graduation & masonry	$6,777,107	$6,777,107
Bridges	808,068	808,068
Superstructure, including iron	10,470,353	10,470,353
Passenger and freight stations, buildings, etc.	1,411,521	1,411,521
Engine and car houses, machine shops, machinery and fixtures	1,310,280	1,310,280
Land damages and fences	4,504,211	4,643,395
Locomotives and fixtures, and snow plows	2,351,466	2,351,466
Passenger & baggage cars	851,128	851,128
Freight and other cars	2,443,483	2,443,483
Engineering and agencies	603,529	603,529
Construction account of the Rochester and Lake Ontario Railroad Co.	150,000	150,000
Construction account of the Buffalo and Niagara Falls Railroad Co.	658,922	658,921
Construction account of the Lewiston Railroad Co.	400,000	400,000
Totals	$32,740,068	$32,879,251

INCOME ACCOUNT.—*For the year ending September 30th*, 1864.

To expenses of maintaining and operating road		$9,346,184 36
Coupons and interest		1,026,765 38
Divid'd No. 21, Feb.'64, 5 per cent	$1,218,450 00	
Dividend No. 22, Aug. 1864, 4 per cent	975,400 00	
U. S. Tax on same	85,323 50	
		2,279,173 50
Future income: Am't of one year's contribution to debt certificate sinking fund, transferred to current income account		111,182 38
Rent of the Niagara Bridge & Canandaigua Railroad		60,000 00
U. S. Tax on earnings		84,959 88
Balance, September 30, 1864		3,854,867 68
		$16,763,133 18
By balance, September 30, 1863		$3,765,248 35
Passenger receipts	$3,923,151 80	
Freight "	8,543,370 55	
Mail "	95,790 00	
Miscellaneous	435,577 48	
		12,997,889 83
		$16,763,133 18

STATEMENT *of earnings from passengers, freight and all other sources, for the years ending Sept. 30, from 1852 to 1864, both inclusive:*

	Passengers.	Freight.	Other Sources.	Total.
1853	$2,829,669	$1,835,572	$122,279	$4,787,520
1854	3,151,514	2,479,821	287,000	5,918,335
1855	3,242,229	3,189,603	131,749	6,563,581
1856	3,207,378	4,328,041	171,928	7,707,348
1857	3,147,637	4,559,276	320,339	8,027,251
1858	2,532,647	3,700,270	295,496	6,528,413
1859	2,566,370	3,337,148	297,331	6,200,849
1860	2,569,265	4,095,934	292,042	6,957,241
1861	2,315,933	4,664,449	328,660	7,309,042
1862	2,389,724	6,607,331	359,773	9,356,828
1863	2,930,341	7,498,509	468,781	10,897,631
1864	3,923,152	8,543,371	531,367	12,997,890
	$31,976,190	53,003,753	3,484,466	88,464,409

BALANCE SHEET.

From General Ledger, September 30, 1864.

Railroad and equipment		$32,879,251 88
Cash in banks	$135,131 38	
Passenger and freight ag'ts, balances, since remitted	848,134 43	
		983,265 81
Buffalo and State Line R. R. Co. stock	$542,300 00	
Troy Union R. R. Co. stock	62,150 00	
Hudson River Bridge Co. stock	108,495 00	
		712,945 00
Future income: Proportion of debt certificates, &c., chargeable to the income of the company, pursuant to the consolidation agreement, from September 30, 1864, to May 1, 1883		6,995,597 83
Fuel and supplies; surplus beyond $1,000,000		491,756 04
Bills receivable	$150,046 91	
General P. O. depart.	23,923 89	
Real estate (Buffalo and N. F. R. R. Co.)	32,500 00	
Real estate (Oliver Lee and Co.'s Bank	6,712 50	
		213,183 30
		$42,275,999 36
Capital stock		$24,386,000 00
Funded debt—		
Albany and Schenectady R. R. Co	$100,000 00	
Schenectady and Troy R. R. Co.	100,000 00	
Buffalo and Rochester R. R. Co.	24,920 59	
	$224,920 59	
Debt certificates	6,917,597 83	
Bonds for R.R. stocks	663,000 00	
Bonds for real estate.	165,000 00	
B'ds for fund'g debts of old Co.'s	1,398,000 00	
Bonds to Buffalo and N. F. R. R. Co.	78,000 00	
Bonds, conv. due 1876	604,000 00	
Bonds and mortgages	235,823 15	
Bonds due 1887	2,925,000 00	
		13,211,341 57
Bills payable		52,568 26
Unclaimed dividends		5,140 76
Expenses of operating the road; paid in October		380,824 14
Coupons and interest; accrued to September 30th		349,041 50
United States, tax account		36,215 45
Income account; balance September 30, 1864		3,854,867 68
		$42,275,999 36

The following is a detailed statement of the funded debt:

Debt certificates, or premium bonds, issued to stockholders in 1853, under the consolidation agreement, payable May 1, 1883, with interest at 6 per cent. per annum, payable semi-annually, on 1st May and November		$8,892,600 00
Deduct the amount of the sinking fund provided for their payment under the consolidation agreement, consisting of $1,591,100 in said certificates, duly cancelled, $243,000 in U. S. 6 per cent. bonds, and $140,902 17 in U. S. indebtedness for which certificates are due		1,975,002 17
		$6,917,597 83
Amount outstanding of the debts of the former companies, assumed under the consolidation agreem'nt		224,920 59
Bonds for funding the principal of the debts assumed for the former companies, at consolidation, payable August 1st, 1876, interest at 7 per cent. per annum, payable semi-annually, on 1st February and August	$1,680,000 00	
Less in S. F., cancelled	282,000 00	
		1,398,000 00
Bonds to stockholders in Buffalo and Niagara Falls Railroad Company, under the lease of that company's road, payable May 1st, 1883, interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$110,800 00	
Less in S. F., cancelled.	32,800 00	
		78,000 00
Bonds for railroad stock, payable May 1st, 1883, interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$817,000 00	
Less in S. F., cancelled.	154,000 00	
		663,000 00
Bonds for real estate purchased, payable May 1st, 1883, interest at 6 per cent. per annum, payable semi-annually, on 1st May and November	$235,000 00	
Less in S. F., cancelled.	70,000 00	
		165,000 00
Bonds and mortgages, for real estate purchased, with interest at 7 per cent. per annum, excepting $45,550 50, the interest upon which is at 6 per cent. per annum		235,823 15
Bonds of August, 1859, payable August, 1876, interest at 7 per cent. per annum, payable semi-annually, on 1st February and August, with convertible privilege, at par, for ten years	$990,000 00	
Less converted into capital stock	386,000 00	
		604,000 00
Bonds of October, 1863, payable December, 1887, interest at 6 per cent. per annum, payable semi-annually on 15th June and December—issued in renewal of 7 per cent. Bonds, due 15th June, 1864*	$3,000,000 00	
Less in S. F.† cancelled	75,000 00	
		2,92
Total amount of funded debt, September 30th, 1864		$13,211,341 57

* Of these Bonds $247,300 in amount had not been presented for payment at the close of the fiscal year—the funds to meet them having been appropriated, they are not included in the statement of debt.

† The contribution to be made to this sinking fund is 2 per cent. per annum upon the whole amount of bonds issued.

The company has no floating debt.

During the year acceptances have been given as heretofore; those outstanding at the close of the fiscal year (amounting to $52,568 26), have all been paid before the verification of this Report, at the date of which the company has none outstanding.

The average rate per annum of interest on funded debt, is 6.15 per cent., and all interest, except on mortgages, is payable in the city of New York.

ADDITIONAL STATEMENTS.

During the year there has been charged to construction account, for land for additional freight and cattle accommodations, principally at Albany and Buffalo, $139,183 36.

All the other expenditures during the year have been charged to transportation expenses, and include, besides the ordinary items of general repairs, the following:

The addition of 2 locomotive engines and 601 cars to the equipment. The addition of 6.36 miles to the second track between Syracuse and Rochester, and 3.92 miles to the sidings and turnouts at various points along the line. The cost of erections and improvements at cattle yards at Buffalo and Suspension Bridge. Enlargements and improvements to depot buildings at Rome, Buffalo and Niagara Falls. The substitution of an embankment and culvert for the wooden bridge (five spans of 109 feet each) at Allen's Creek. The completion of a stone arch aad earth filling over Canal Basin at West Troy. The construction of an iron bridge over the Erie Canal at Rome, and material for and part construction of iron bridge over the Erie Canal at Schenectady.

The length of iron bridging now upon the line, reduced to single track, amounts to 5,299.8 feet.

The renewal of iron rails, during the year, amounted to 13,308 tons, equal to 133.43 miles of single track; the number of ties renewed during the same period was 284,394.

The amount of income used for the construction and investment accounts, to the close of the year, was $2,990,452 64, as shown by the following statement:

Construction account		$32,879,251 38
Investment		712,945 00
		$33,592,196 38
Capital stock	$24.386,000 00	
Funded debt, less debt certificates and bonds to Buffalo and Niagara Falls Railroad Co., for premiums allowed at consolidation	6,215,743 74	
		30,601,743 74
		$2,990,452 64

The amount of fuel and supplies not included in the assets of the company, as shown by the inventory and balance sheet herein contained, is $1,000,000 00.

The capital stock has been increased during the year $177,000, by the conversion of an equivalent amount of 7 per cent. bonds due in 1876. In 1863, $209,000 of these bonds were converted, making the amount to date $386,000. During the year, the funded debt of the company has been reduced $568,306 79. Deducting increase of capital stock, as above, will make a net decrease of stock and debt of $391,306 79. The total decrease of indebtedness since 1861 has been $1,015,663 93.

The increase in gross earnings over the previous year has been $2,100,258 45; with an increase in expenses of $2,616,258 58—making the decrease in net earnings $516,000 13. The decrease of fuel and supplies on hand is $28,072 66.

The equipment of the road consists of 241 locomotives; 188 first-class passenger cars; 68 second-class and emigrant cars; 78 baggage, mail and express cars; 4,596 freight cars; and 350 cars for gravel and other service.

Miles run by passenger trains, 2,123,580; by freight trains, 3,452,275; by other trains 414,353, total, 5,990,208, an increase over 1863, of 296,985. Aggregate miles run by passenger cars in passenger trains, 8,434,547. Do. by baggage, mail and express cars, 3,132,980. Aggregate miles run by all cars in passenger trains, 11,567,527; an] increase over the previous year of 2,306,827.

Number of passengers carried eastward, 1,826,597; of which 96,245 were through and 1,730,352 way. Do. carried westward 1,727,657; of which 105,115 were through and 1,622,542 way. Aggregate both ways 3,554,254; of which 201,360 were through and 3,352,894 way. Total miles travelled by passengers 193,447,735, an increase over the previous year of 46,209,767.

Tons of freight carried eastward 1,144,162; of which 588,207 were through and 555,955 way. Do. carried westward 412,986; of which 178,362 were through and 234,624 way. Aggregate both ways 1,557,148; of which 766,569 were through and 790,579 way. Total movement of freight, or number of tons carried one mile, 314,081,410, an increase over the previous year of 1,885,614.

Length of main line from Albany to Buffalo, 297.75 miles; length of side or parallel branch lines, 258.13—total length of first track, 555.88 miles; length of second track on main line and branches 262.86; length of sidings, turnouts and switches 145.43—total length of equivalent single track 964.17 miles.

Length of Niagara Bridge and Canandaigua railroad (leased) 98.46 miles; branch line to Elevator at Tonawanda, 1.63 miles; sidings, turnouts and switches 3.42 miles—total length of equivalent single track 103.51 miles.

Finances of Ohio.

The following is a recapitulation of the receipts and disbursements of the State Treasury for the fiscal year ending November 15, 1864:

RECEIPTS.

General revenue fund		$1,450,663 17
Canal Fund		36,742 84
Sinking fund		2,127,378 34
State common school fund		1,279,571 39
Soldiers' Allotment Fund		2,376,716 20
Military fund		451,632 47
Volunteer Relief fund		955,966 52
National road		26,977 49
Bank redemption		928 25
District school library		83 15
Canal bank, Cleveland		890 07
Seneca county bank		971 68
City Bank, Cincinnati		1,618 85
Total		$8,710,139 82

DISBURSEMENTS.

General revenue	$824,152 27	
Canal fund	14,175 25	
Sinking fund	1,407,542 04	
State common school fund	1,220,841 70	
Soldiers' allotment f'd.	1,622,850 46	
Military fund	680,520 50	
Volunteer relief fund.	916,078 05	
National road	19,538 88	
Canal Bank, Cleveland	342 30	
Seneca County Bank	360 79	
City Bank, Cincinnati.	69 46	
		$6,706,471 70
Balance in Treasury, Nov. 16, 1864.		$2,003,668 12

The amount of the increase in receipts over 1863 is $2,396,525 82; in the disbursements, $1,344,784 70; and in balance on hand at the close of the fiscal year, $1,051,741 12.

The following funds present an increase in receipts, as compared with last year:

General revenue	$199,780 36
Sinking fund	210,538 76
State common school	62,341 11
Soldiers' allotment	1,334,514 45
Military	152,987 43
Volunteer relief	437,964 28
National road	1,682 82
	$2,399,759 21

There is a decrease in receipts as follows:

Canal	$2,302 08	
Bank redemption	25 50	
District school library	102 14	
Canal Bank, Cleveland	589 48	
Seneca County Bank	50 03	
City Bank, Cincinnati	164 16	
		3,233 39
Making the net increase as stated above		$2,396,525 82

The disbursements from the following funds are larger than they were in 1863:

State common school	$80,197 94
Soldiers' allotment	705,814 45
Military	381,825 47
Volunteer relief	427,109 90
Seneca county Bank	310 76
	$1,595,258 52

The decrease in the disbursements are as follows:

General revenue	$2,943 63	
Canal	11,733 49	
Sinking	234,979 93	
National road	347 25	
Bank redemption	25 50	
District school library	102 14	
Canal Bank, Cleveland	247 18	
City Bank, Cincinnati	94 70	
		250,473 82
Net increase, as stated above		$1,344,784 70

The receipts and disbursements during the past five years have been as follows:

	Receipts.	Disbursements.
1860	$4,031,147	$3,950,701
1861	5,657,727	5,524,514
1862	6,512,807	6,027,566
1863	6,313,614	5,361,687
1864	8,710,139	6,706,471

Raritan and Delaware Bay Railroad.

At the annual meeting of this company, held at Red Bank, N. J., on the 14th inst., the following gentlemen were elected directors: H. M. Alexander, N. Y.; Samuel G. Wheeler, Jr., N. Y.; H. H. Boody, N. J.; Elisha Riggs, N. Y.; John Humphrey, N. Y.; Jos. C. Potts, N. J.; Wm. Torrey, N. J.; F. B. Chetwood, N. J.; Robt. Campbell, N. Y.; Z. W. Scriven, N. J.; W. C. Patterson, N. J.; Ezra Nye, N. J., and H. A. Bowen, N. Y.

☞ A "monster improvement" is nearly completed at Chicago by the Dock Company, who have planned a magnificent system of docks, embracing a water front of five miles, the whole connected by seven ship canals cut at right angles with the river. These canals are 100 feet wide, 12 deep, and average 1,760 feet in length. By the same plan, a connection is made with a complete railway system. The capital of the company is $650,000.

Continental Railroads.

A GRAND PERSPECTIVE OF NATIONAL DEVELOPEMENT.

The Government of the United States has assured the construction of a central Pacific railroad, by gifts of public lands along its route, and by pledges of the public credit as the great work advances. We perceive in the closing pages of the report from the Treasury Department upon the Foreign and Domestic Commerce of the United States, that the population of Nebraska, Kansas, Colorado, Utah, Nevada, and Northern California, has advanced in such a ratio since 1850, with corresponding increase of internal trade and transportation, as to render it highly probable that those great interior States, threaded upon the Union Central railroad, will, by the year 1870, be sufficient for its support—vindicating the gigantic enterprise in a financial sense. Statistics are given of the rapid self-support of railways in India, and particularly in Australia, which fully justify the American scheme. The people of the United States thus far have constructed and sustained railway construction at the rate of one mile to every thousand of population, and there is no reason to doubt that the communities organized over the great plains and mountains between the Missouri river and the Pacific will demand and support continental railways in the same proportion.

The author of this branch of the Report (James W. Taylor of Minnesota), assuming that emigration, the encouragement of loyal governments in the South, and the progress of Western commerce, will require an early recognition of a Southern Pacific railway when peace is again reached, proceeds as follows:

When, in 1853, the initiative of Pacific railroad exploration was presented to the United States Senate, resulting in a Congressional appropriation of $150,000 for the purpose, attention was directed to three routes—the northern, the central, and the southern. Legislation has followed in behalf of one—the central—not so much so from any demonstration of greater feasibility, but because the mineral discoveries of the interior, followed by population, suggested the selection. The same causes are now active on the two other routes. Discoveries, not only of gold and silver, but of coal, iron, lead, and salt, diversify the map of the Rocky mountain region everywhere within our boundaries; and an emigration from the Pacific coast meets the Atlantic column even upon the great plains which are drained by the Missouri, the Platte, and the Rio Grande.

The necessity of more than one route between the Mississippi States and the Pacific coast will appear from an enumeration of the railroad lines which are indispensable to the commerce between the Atlantic and interior States. These are seven well-defined thoroughfares: (1) From Portland, by the Grand Trunk, to Detroit, and thence, with a traverse of the State and Lake of Michigan to Milwaukee and La Crosse; (2) by the New York Central, the Great Western, of Canada, and the Chicago and Northwestern railroad, to Prairie du Chien; (3) by the New York and Erie, the lines of Ohio and Indiana south of the great lakes, and the Illinois Central, to Galena; (4) the Pennsylvania Central, and its western connections, to Rock Island; (5) the Baltimore and Ohio, by way of Cincinnati, to St. Louis; (6) from Richmond, through the Cumberland valley, to Memphis; and (7) from Charleston and Savannah, traversing the States of Georgia, Alabama, and Mississippi to Vicksburg and New Orleans. All these highways are thronged and prosperous, and, with a wonderful impulse to colonization and commerce induced by mining investments, a period of twenty-five years will probably witness the completion of four great continental communications within the limits of the north temperate zone, and upon the following lines:

1. Through the southern tier of States, on or near the parallel of 35 deg., which is central to the region of cotton, the sugar cane, and the vine, and which will be supported by the populations of Louisiana, Arkansas, Neosho (or the territory occupied by the Cherokee and Choctaw Indians), Texas, New Mexico, Arizona, Sonora and Southern California. This may be called the Gulf route, from its relation to the Gulfs of Mexico and California.

2. The central, which is now in course of construction, on the average latitude of 40 deg. With its present prestige and aid from the Federal Government, soon to be increased by the intervention of State Governments in its behalf, the speedy construction of this road may be anticipated. If in operation at the present moment, the road would be financially successful. All the resources of Kansas, Nebraska, Colorado, Utah, Nevada, and in a great degree, of Missouri and California, are pledged to such a result.

3. The Lake route, hitherto designated in Congressional debates as the Northern Pacific route, connecting the western coast of the great lakes, and the navigable channel of the Columbia river, by the most direct and feasible communication with which the Territories and future States of Dakota, Montana, Idaho and Washington, as well as the States of Minnesota and Oregon, are identified.

4. The international route, or an extension of the Canadian railway system across the Peninsula of Michigan, and through Wisconsin and Minnesota, to the English colony of Selkirk in latitude 50 deg., and thence, through the valleys of the Saskatchewan and upper Frazer rivers, to the Pacific coast in latitude 54 deg.

The prediction is hazarded that the year 1890 will witness the consumation of the 8,000 miles of interior railroad above indicated. A more accurate statement would be, that whenever, along either of these routes, a population shall be assembled of two millions of souls, then will follow, by an irresistible social law, the construction and support of two thousand miles of railroad. The probability of that aggregate of population by the year 1870 has been considered on the central line. The situation of the more southern communication has been also referred to, and some space will now be given to the probabilities that, by the year 1890, the great lakes will be connected by railroad with the Columbia river and Puget's sound, while 1880 is likely to witness the completion of the international railroad upon the average latitude of 52 deg. north.

THE NORTHERN OR LAKE ROUTE.

The latitude of 45 degrees north, extended west of Minnesota, is not only central to the lake coast and the railroads of Northern Illinois and Iowa, Wisconsin and Minnesota, but in its traverse of the Great Plains and the Rocky Mountains it is most accessible from the mining districts now developed, or soon to be occupied, in the Territories of Dakota, Montana, and Idaho. Other conditions being favorable, the future emigrant route will follow the parallel of 45 or 46 degrees, and, when population warrants, that will be the general direction of the northern or lake railroad route.

Explorations by officers of the General Government, and publications of their reports, have made the general features of this route quite familiar. Fully nine-tenths of the area between the 100th meridian of longitude and the Cascade range of Oregon will never be available for agriculture, although districts far more extensive will support herds and flocks. The climate, owing to the reduced altitude, is not more severe than in the corresponding districts of Colorado and Utah. The Great Plains are characterized geologically by a development of the cretaceous formation, which is observed over large Asiatic areas, and, concurring with aridity, constitutes the American desert. Population would have been slowly attracted to those localities, except for the discovery of gold. The "northern mines," as they are termed, upon the sources of the Columbia and Missouri, were discovered not more than two years since, and now have a population of 30,000, of which 12,000 are east of the mountains.

In addition to the Salmon River mines of Idaho, and the Missouri and Yellowstone mines of Montana, under the average longitude of 108 degrees, it is now well ascertained that the black hills of Dakota Territory, situated on the 44th parallel of latitude, and between the 103d and 105th meridians of longitude, are rich in gold and silver, as well as coal, iron, copper, and pine forests. With the pacification of the Sioux nation, and the establishment of emigrant roads, Dakota will be the scene of great mining excitement, as the gold field of the Black hills is within two hundred miles of the steamboat navigation of the Missouri River, at the intersection of its channel with the 45th parallel of latitude. Admitting the general sterility of the Great Plains, and the physical difficulties of the mountains, yet the great productiveness of the northern mines warrants the opinion that the Territories of Idaho, Montana, and Dakota will advance in population in a ratio fully equal to that observed in Nevada and Colorado since their first settlement. The discoveries at Washoe and Pike's Peak date from 1859. Five years is the whole period of the settlement and progress of Nevada and Colorado, and within that period each Territory has reached a permanent population of 60,000. Both have been subject to the mutations of a mining population, but each has increased at the rate of twelve thousand souls per annum. So with the Salmon River district, twenty months of productive gold mining having assembled 20,000 people, while East Idaho, or Montana, at the expiration of twelve months from the first discovery of gold on the Jefferson fork of the Missouri, had a population of 12,000. If such a rate of accretion is accepted, the result in the year 1890 will be indicated as follows:

	1863.	1870.	1880.	1890.
Idaho	20,000	104,000	224,000	344,000
Montana	12,000	96,000	216,000	336,000
Dakota	10,000	94,000	214,000	334,000
	42,000	294,000	654,000	1,014,000

An estimate of the increase of population in Oregon and Washington is annexed. Oregon in 1850, had a population of 13,294, which was increased in 1860 to 52,465, or a ratio of increase of 294.65. Assuming a ratio of increase from 1860 to 1870 of 200 per cent.; for the decade closing with 1880, of 100 per cent., and of 50 per cent. from 1880 to 1890, the population of Oregon during and at the expiration of twenty-seven years will be as follows:

1860	52,465
1870	157,395
1880	319,490
1890	472,185

The population of Washington is estimated on the hypothesis that the ratio of increase during the first decade will be 300 per cent., (or about the same as that of Oregon from 1850 to 1860;) then 200 per cent. for ten years closing with 1880, and 100 per cent. for the decade of 1890, as follows:

1860 (by census)	11,168
1870 (assumed)	44,672
1880 "	134,016
1890	268,032

The ratio of increase registered as to Michigan and Wisconsin, from 1830 to 1860, far exceeds these estimates.

	1830.	1840.	1850.	1860.
Michigan	31,639	211,560	397,654	749,113
Wisconsin	....	30,945	305,391	775,881

An American railroad from the west border of Minnesota to the Columbia River may be anticipated by the year 1890, on the following basis of population, ascertained as above:

Dakota	334,000
Montana	336,000
Idaho	344,000
Oregon	472,185
Washington	268,032
	1,724,217

THE INTERNATIONAL ROUTE.

Public sentiment in Canada and England has long demanded measures for the colonization of Central British America, as that fertile belt of territory is now called, which extends from Canada and Lake Superior to the Rocky Mountains. It includes the valleys of the Red River of the North and the Saskatchewan River, which belong to the hydrographical system of Hudson's Bay, and are covered by the charter of the Hudson Bay Company.

Selkirk settlement, on the Red River of the North, was founded in 1812, and has a population of 10,000—an industrious, moral, and well-ordered community. Fort Garry, in this settlement, is the North American headquarters of the Hudson Bay Company. The posts of this company, more than fifty in number, occupy very commanding situations over the immense area bounded by Hudson's Bay and Lake Superior on the east, the Rocky Mountains on the west, and the Arctic Ocean on the north. The fur trade of this immense territory concentrates its annual product on the Red River of the North at Fort Garry, from which point, by the annual voyages of brigades of batteaux, merchandise and supplies are distributed to the most distant post. Prior to 1858 the imports and exports of the Hudson Bay Company were principally transported by the difficult and dangerous route of Hudson's Bay and Nelson's River, or over the numerous obstacles intervening from Lake Superior to Red River, on the British side the international line. In 1858, however, materials were transported from the navigable waters of the Mississippi River to construct a steamer on the Red River, and in 1862 two such vessels navigated that stream. The trade previously existing between St. Paul and Selkirk has been greatly increased in consequence. The imports of Central British America for the use of the Hudson Bay Company and the Selkirk settlers amount to $500,000 annually, while the average annual exports, almost exclusively furs, amount to $1,000,000.

It is now well known that, northwest of Minnesota, the country reaching from the Selkirk settlement to the Rocky Mountains, and from latitude 49 deg. to 53 deg. on the longitude of 94 deg., and to latitude 55 deg. on the Pacific Coast, is as favorable to grain and animal production as any of the Northern States; that the mean temperature for spring, summer and autumn, observed on the 42d and 43d parallels, in New York, Michigan, and Wisconsin, has been accurately traced through Fort Snelling and the valley of the Saskatchewan, to latitude 55 deg. on the Pacific Coast, and that from the northwest boundary of Minnesota, this whole district of British America is threaded in all directions by the navigable water lines which converge to Lake Winnipeg.

These facts, however favorable to agricultural settlement, would have failed to revolutionize the policy of the Hudson Bay Company, except for the violent excitement of gold discovery. The year 1858 directed a column of adventurers to the channel and sources of Frazer River; the organization of British Columbia followed, and it was soon ascertained that the richest and most extensive gold fields of northwest British America—the Cariboo mines—are so far within the Rocky Mountains, so far up to the utmost sources of Frazer River, as to be practically more accessible from Selkirk than from the coast of Puget's Sound. At length, in 1862, the tributaries of the Saskatchewan and Peace Rivers, on the eastern flank of the Rocky Mountains, were discovered to be auriferous; while eastward stretched, towards Canada and Lake Superior, not less than 100,000,000 acres of fertile lands destined to cereal cultivation, whenever reached by emigration. English and Canadian exploration also established, in favor of this district, that its average elevation above the sea was far less than in American territory; that the Rocky Mountains were diminished in width, while the passes were not difficult; that the supply of rain was more abundant, and the carboniferous and silurian formations were of greater extent than further south; and, owing to the greater influence of the Pacific winds through the mountain gorges and the reduced altitude, that the climate was no material obstacle to civilized occupation.

The Hudson Bay Company, in 1863, was reorganized to meet the exigencies of imperial and provincial policy in Central British America, "in accordance (to quote the circular of the new directory) with the industrial spirit of the age, and the rapid advancement which colonization has made in the countries adjacent to the Hudson's Bay territories."

While the present most effective organization of the fur trade will be continued and even extended, the company now proposes to avail itself of all possible agencies for the rapid colonization of the Saskatchewan basin and the gold districts at the sources of the Columbia, Frazer, Saskatchewan, and Peace Rivers. A telegraph line from St. Paul to Pembina, and thence through Selkirk and the Rocky Mountains to the Pacific Coast, is first announced as the special enterprise of 1864. Then a connexion of the Selkirk settlement by railroad with St. Paul, and by a direct emigrant road with Fort William, on the British coast of Lake Superior, will receive effective aid, concurrently with the prosecution of American and Canadian enterprises. Steamboat navigation is to be extended upon Lake Winnipeg and the Saskatchewan River. The systems of land survey and gratuitous allotments of land to colonists which prevail in the United States are proposed, the company reserving alternate blocks or sections to support future railroad construction, since, at the earliest practicable moment, a railroad will be undertaken traversing the colonies of Central British America and British Columbia. It is in the power of the modernized Hudson Bay Company, and it is its well-defined purpose, to connect Lake Superior and the Pacific Coast by a cordon of settlements, and to carry forward the construction of two thousand miles of railroad simultaneously with the advent of population, and as the sure means to encourage the settlement of Northwest British America, or the interval which separates the lake coast of Canada from the coast of the North Pacific ocean.

This international railroad (as it may properly be called, until the development of British America warrants a direct communication with Canada) will be the favorite object of English capitalists on this continent, as the Union Pacific Railroad will combine in its behalf the energies of the Government and citizens of the United States. These two enterprises will therefore precede the construction of railroads on the gulf and lake routes, but only by a decade of years. All four routes will be demanded by the wants of 8,000,000 of people, which the next twenty-five years will witness permanently seated on the average latitudes of 35, 40, 45, and 50 degrees, between longitude 95 degrees and the Pacific Ocean.

Interest and Dividends.

The Chicago and Northwestern Railway Company give notice that the dividend of three and one half per cent., subject to Government tax, declared payable on and after the first of December instant, on the preferred stock of the Chicago and Northwestern Railway Company, will also be paid on and after this date, at the Company's office in New York or Chicago to the parties in whose name the unconverted shares of the Galena and Chicago Union Railroad Company, now stands, upon the presentation of the certificates at either of said offices for the indorsement thereon of the payment of the dividend, such unconverted shares amounting to 3,186 out of 60,264 shares, and much of which is understood to be held in trusts or by agents and persons not as yet enabled to convert the same.

The Pittsburg, Fort Wayne and Chicago Railway Company, have declared a dividend of 2½ per cent. (free of Government tax) on the capital stock, for the quarter ending Dec. 31 inst., and of 3½ per cent (less the Government tax) on the Third Mortgage Bonds, for the six months ending Dec. 31, inst.; the latter in anticipation of that due April 1, 1865, both payable on and after Jan. 17, 1865, at the Company's Office in Pittsburg, and by the Transfer Agents, Winslow, Lanier & Co., No. 52 Wall street, New York, to the holders as registered at the respective offices. The Transfer Books will close on the 31st inst., at 2 o'clock p. m., and will re-open on the 17th day of January thereafter.

The Michigan Central Railroad Company have declared a dividend of $6 per share, free of U. S. tax, payable in New York, Boston and Detroit, on the 3d of January next.

The interest due January 1, 1865, on the Preferred Certificates of the Ohio and Mississippi Railroad Company (Eastern Division), will be paid on the 3d prox. at the office of the company in this city.

The Northern Central Railroad Company has declared a dividend of 2 per cent., clear of National and State taxes, for the quarter ending December 31st payable to the stockholders on the 20th Jan., 1865.

The Boston and Worcester Railroad Company have declared a semi-annual dividend of 5 per cent. payable December 31.

The Western (Mass.) Railroad Company have declared a dividend of 5 per cent., payable January 2.

The Boston and Providence Railroad Company has declared a dividend of 5 per cent., free of Government tax, payable Jan. 2.

The Old Colony and Newport Railroad Company has declared a dividend of $4 per share, payable Jan. 2.

The Boston and Maine Railroad Company has declared a semi-annual dividend of 5 per cent.

The interest warrants due January 1, 1865, on the bonds of the Sandusky, Mansfield and Newark Railroad Company, will be paid at maturity by E. T. H. Gibson, 54 William street.

Interest on the public debt of Illinois will be paid by the Treasurer of the State at the American Exchange Bank, this city, from the 2d to the 16th of January, and thereafter at his office in Springfield, Ill.

The New Bedford and Taunton Railroad Company have declared a dividend of 4 per cent. payable January 2.

The Connecticut River Railroad Company have declared a dividend of 4 per cent.

☞ The following is a statement of the movement of specie at New York during the month of November, 1864:

Specie in banks and Sub Treas. Nov. 1.	$33,955,867
Received from California in Nov.	882,276
Imported from foreign ports in Nov.	161,627
Gathered in from hoards in Nov.	1,229,160
Supply	$36,228,930
Exported in Nov	7,267,662
Leaves in banks and Sub Treas. Dec. 1.	$28,961,268

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Acton ....Ca.	200,000	5	----	1½
Acton Vale....Ca.	50,000	5	----	65c
Adventure ....L. S.	20,000	----	----	----
Albany and Boston "	20,000	----	20	25½
Algomah .... "	20,000	----	2	2⅜
Alliance ....Ca.	200,000	2½	----	----
Allouez ....L. S.	20,000	----	1	8½
American ....Ca.	200,000	2½	----	----
Amygdaloid ....L. S.	20,000	----	----	30
Annapolis....Md.	50,000	10	----	----
Arizona....Ariz. T.	10,000	100	----	----
Ascot ....Ca.	20,000	20	----	----
Astor ....L. S.	20,000	----	1	6⅛
Atlas .... "	20,000	----	1	7
Aztec .... "	20,000	----	1	7
Balt. and N. C....N. C.	20,000	5	----	20c
Bare Hill .... "	------	----	----	3½
Bay State....L. S.	20,000	----	3½	25.
Beaver .... "	20,000	----	1	----
Bedford ....Ca.	125,000	5	----	1
Black River .... "	200,000	2½	----	15c
Bohemian....L. S.	20,000	----	7½	10½
Bolton ....Ca.	200,000	5	----	1
Boston ....L. S.	20,000	----	5*	4½
B. and Corinth ....Vt.	20,000	10	----	----
Brooklyn....L. S.	20,000	----	2	----
Brome ....Ca.	100,000	5	----	1½
Cabot ....L. S.	20,000	----	½	----
Caledonia .... "	20,000	----	----	7
Cambridge .... "	20,000	----	5	25c
Canada ....Vt.	100,000	1	----	1½
Carp Lake....L. S.	20,000	----	----	1½
Cascade .... "	20,000	----	----	----
Central .... "	20,000	----	----	54
Champlain ....Ca.	200,000	1½	----	15c
Chatham .... "	200,000	2	----	----
Chaudiere .... "	100,000	1	----	50c
Chester .... "	200,000	1	----	12c
Cheticamp	30,000	5	----	----
Chippewa ....L. S.	20,000	----	----	----
Cleveland ....Ca	100,000	5	----	----
Cliff ....L. S	20,000	----	----	----
Clifton .... "	20,000	----	½	----
Collin .... "	20,000	----	½	----
Columbian .... "	20,000	----	4½	9
Consolidated .... "	20,000	----	5	5c.
Copper Falls .... "	20,000	----	24½	29½
Copper Harbor .... "	20,000	----	1	----
Copper Hill .... "	200,000	1	----	----
Copperas Hill .... "	50,000	10	----	----
Cornwall ....Vt.	100,000	2	----	62c
Dacotah ....L. S	20,000	----	----	5
Dana .... "	20,000	----	3½	2½
Deep River....N. C.	------	5	----	20c
Delaware ....L. S.	20,000	----	----	15
Derby .... "	20,000	----	----	1½
Devon .... "	20,000	----	1	4½
Dorchester .... "	20,000	----	6	7
Douglas .... "	20,000	----	----	----
Dover ....Ca.	200,000	----	1	4
Dudley ....L. S.	20,000	----	½	3
Dunham ....Ca.	200,000	2	----	25c
Durham .... "	200,000	5	----	25c
Eagle River....L. S.	20,000	----	3½	4⅜
El Dorado (Silver) "	20,000	----	----	----
Escot ....Ca.	25,000	20	----	4
Essex	200,000	----	----	20c
Etna ....L. S.	20,000	----	----	12½
Eureka .... "	20,000	----	----	----
Everett .... "	20,000	----	5*	----
Evergreen Bluff .. "	20,000	----	----	12
Flint Steel .... "	20,000	----	----	5½
Forest City .... "	20,000	----	3	----
Forest Shepherd .. "	20,000	----	6	----
Franklin ....L. S.	20,000	----	6½	54
French Creek....Pa.	100,000	5	----	1
Gardner City ....L. S.	20,000	----	----	----
Gardner Hill .... "	20,000	----	5	87½
Girard .... "	20,000	----	----	6
Glade .... "	20,000	----	1	----
Glencoe ....Ca.	200,000	1	----	10c
Glebe ....L. S.	20,000	----	1	----
Grand Portage .... "	20,000	----	1	40
Grand Trunk....Ca.	100,000	5	----	69c
Great Western....L. S.	20,000	----	2	1⅝
Green Mountain....Vt.	20,000	10	----	5
Guilford ....L. S.	20,000	----	5	28c
Hamilton .... "	20,000	----	----	1
Hancock .... "	20,000	----	6½	8⅜
Hanover .... "	20,000	----	½	3
Hartford .... "	20,000	25	12½	----
Hazzard .... "	20,000	----	----	----
Highland .... "	20,000	----	7	7½
Hilton .... "	20,000	----	----	3
Hope .... "	20,000	----	½	1½
Hudson .... "	20,000	----	----	2
Hulbert .... "	20,000	----	----	7
Humboldt .... "	20,000	----	2	10
Hungarian .... "	20,000	----	1	2½
Huron .... "	20,000	----	16	43½
Indiana .... "	20,000	----	----	5
Inverness .... "	200,000	2½	----	----
Isle Haute	40,000	----	----	----
Isle Royale ....L. S.	20 000	5	16	18½

COPPER STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Copper:				
Jefferson ....L. S.	20,000	----	----	----
Keweenaw .... "	20,000	----	----	6
Kickapoo .... "	20,000	----	1	----
King Phillip .... "	20,000	----	2	----
Knowlton .... "	20,000	----	1	6
Lafayette....Ca.	200,000	1	----	1½
Lake .... "	200,000	1	----	14c
Lawrence ....L. S.	20,000	----	----	----
Lennoxville ....Ca.	100,000	5	----	50c
Logan .... "	100,000	3	----	2
Lyster .... "	200,000	2	----	----
Madison ....L. S.	20,000	----	1	3½
Malden .... "	20,000	----	1	----
Mandan .... "	20,000	----	2½	50c
Manhattan .... "	20,000	----	2½	7½
Marquette .... "	20,000	----	----	3½
Maryland ....Md.	------	5	----	75c
Mass ....L. S.	20,000	----	----	----
Massachusetts .... "	20,000	----	----	----
Mendota .... "	20,000	----	----	5
Merrimac .... "	20,000	----	----	3½
Meteor .... "	20,000	----	----	----
Mesnard .... "	20,000	----	5½	7⅛
Michigan .... "	20,000	----	----	----
Middlesex .... "	20,000	----	----	----
Mineral Hill	------	----	----	1½
Minnesota....L. S.	20,000	----	3½	26
Missisquoi....Ca.	150,000	2	----	1½
Montezuma ....N. Mex.	300,000	5	----	----
Morrison....L. S.	20,000	----	----	----
Nashua .... "	20,000	----	----	----
National .... "	20,000	----	5½	28
Native .... "	20,000	----	3	1
Naumkeag .... "	20,000	----	1	3
Nelson....Ca.	200,000	1	----	10c
Nequaket ....L. S.	20,000	----	1	----
Nevada (Silver) .. "	20,000	----	----	----
New England .... "	20,000	----	2	1½
Newton ....Ca.	200,000	1	----	8c
New York ....L. S.	20,000	----	----	⅝
N. Y. & Passaic..N. J.	100,000	5	----	----
North Cliff ....L. S.	20,000	----	4	5
North Silver Lake "	20,000	----	----	----
North State .... "	20,000	----	3	15c
North Sutton....Ca.	100,000	5	----	1
North Western....L. S.	20,000	----	7½	10
Norwich .... "	20,000	----	----	4½
Ogima .... "	20,000	----	----	6½
Ontonagon .... "	20,000	----	----	1½
Ottawa ....Ca.	200,000	1	----	30c
Pacific ....L. S.	20,000	----	----	----
Pennsylvania .... "	20,000	25	2½	22
Petherick .... "	20,000	----	2½	12
Pewabic .... "	20,000	----	3½	57
Phila. & Boston .. "	20,000	----	15	2
Phœnix .... "	20,000	----	----	22
Pittsburg & Boston "	20,000	----	5½	84
Pontiac .... "	20,000	----	3½	4
Prince of Wales ...Ca.	200,000	----	----	----
Providence....L. S.	20,000	----	----	½
Quincy .... "	20,000	----	10	99
Reid Hill ....Ca.	200,000	1	----	----
Reliance ....L. S.	20,000	----	----	2
Richford	60,000	5	----	----
Ridge ....L. S.	20,000	----	----	----
Rockland .... "	20,000	----	5	12
Roscoe ....Ca	200,000	1	----	----
Rudisell	------	----	----	65c
St. Clair ....L. S.	20,000	----	3	9½
St. Flavien ....Ca.	100,000	5	----	----
St. Francis .... "	100,000	5	----	----
St. Mary's (L. & M.)L.S.	20,000	----	8½	10
Salem .... "	20,000	----	1	----
Sharon Consol .... "	20,000	----	----	3
Sheldon .... "	20,000	----	----	16
Silver Creek .... "	20,000	----	1	----
Silver Hill .... "	20,000	----	----	30c
Silver Lake .... "	20,000	----	----	----
Silver Valley .... "	20,000	----	----	20c
Southampton....Ca.	100,000	5	----	----
South Bedford .... "	200,000	2	----	20c
South Side....L. S.	20,000	----	3	4
Springfield....Md.	------	5	----	1⅛
Stadecona ....Ca.	100,000	5	----	----
Star ....L. S.	20,000	----	7½	8
Stark ....Vt.	100,000	2	----	----
Strafford	30,000	10	----	50c
Superior ....L. S.	20,000	----	4	8
Sussex .... "	20,000	----	----	----
Sutton ....Ca.	100,000	5	----	85
Toltec ....L. S.	20,000	----	20	2⅜
Tremont .... "	20,000	----	5*	3
Union (L. & M.) .. "	20,000	----	----	----
Vernon .... "	25,000	10	----	----
Victoria....L. S.	20,000	----	1½	----
Vulcan .... "	20,000	----	----	----
Washington .... "	20,000	----	----	----
Waterloo....Ca.	100,000	3	4*	15c
Waukegan ....L. S.	20,000	----	----	----
West Minnesota .. "	20,000	----	2½	2½
Wickham ....Ca.	200,000	5	----	55c
Wickopee .... "	100,000	5	----	5½
Winthrop ....L. S.	20,000	----	3½	4
Wyandotte .... "	20,000	----	----	----

IRON, COAL, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
Iron:				
Copake....N. Y.	50,000	50	----	4
East River	6,000	50	----	----
George's C'k C. & I.Md.	10,000	100	----	118
Harewood	20,000	5	----	----
Kahtadin....Me.	3,000	100	----	----
Lake Superior....L. S.	20,000	25	----	----
Massachusetts	25,000	1	----	----
Mount Pleasant....Pa.	10,000	50	----	----
Teal Lake....L. S.	------	----	----	2½
Tyson	20,000	10	----	9½
Lead and Zinc:				
Amenia....N. Y.	100,000	5	----	9½
Bucks County ....Pa.	------	----	----	½
Canada ....Ca.	50,000	5	----	2½
Clute	------	----	----	1
Crystal Lake	------	----	----	----
Erie	------	----	----	21
Gay's River	100,000	2	----	----
Hampton	100,000	5	----	----
Keystone....Pa.	------	----	----	2
Lancaster	------	----	----	----
Macomb ....N. Y.	100,000	5	----	1½
Mineral Point	100,000	5	----	¾
Mount Hope ....N. Y.	80,000	5	2½	----
National	200,000	1	----	----
New Jersey ....N. J.	12,000	100	----	110
N. Y. & Boston..N. Y.	100,000	5	----	2½
Oswegatchie ....Ca.	100,000	5	----	1
Placentia Bay....N. F.	------	----	----	1½
Ramsay ....Ca.	20,000	25	----	----
Rossie .... "	100,000	5	----	----
Shawangunk ....N. Y.	100,000	5	----	----
Sussex ....N. J.	------	----	----	40c
Union	100,000	5	----	57c.
Wallkill ....N. Y.	------	----	----	1
Coal & Anthracite:				
American ....Pa.	87,500	25	----	84½
Ashburton .... "	50,000	50	----	18
Atlantic & G. C. ..Md.	------	----	----	1½
Baltimore .... "	------	100	----	86
Bear Valley .... "	40,000	12½	----	27
Beaver Meadow ...Pa.	100,000	50	----	----
Belmont .... "	10,000	50	----	12½
Big Mountain ....Pa.	------	----	----	5½
Blackhall ....N. S.	8,000	25	----	----
Boston & Pictou. "	100,000	5	----	----
Bridgeport ....Pa.	30,000	10	----	----
Broad Mountain .... "	30,000	10	----	----
Butler .... "	------	----	----	50
Cape Briton....N. S.	200,000	2½	----	----
Carbondale....Pa.	------	----	----	3
Central .... "	------	----	----	99
Clinton .... "	------	----	----	1½
Coal Brook .... "	4,000	50	----	----
Continental	10,000	50	----	73½
Cumberland (pref.)Md.	50,000	100	----	45
Daniel Webster	5,000	100	----	----
East Mahanoy....Pa.	------	----	----	----
Everhart	20,000	25	----	----
Franklin ....Pa.	5,000	100	----	70
Fulton .... "	60,000	5	----	7⅞
Gilbertson	5,000	100	----	85½
George's Creek....Pa.	10,000	----	----	125
Grand Tunnel	4,000	100	----	50
Green Mountain...Pa.	------	----	----	4
Hampton & Balt..Md.	------	----	----	91
Hazleton ....Pa.	32,300	50	----	75
Henry Clay	3,000	100	----	----
International ....N. S.	20,000	50	----	----
Lawrence ....Pa.	2,000	100	----	6½
Locust Mountain .. "	------	----	----	51
Lorberry .... "	4,000	100	----	30
Macan .... "	2,000	100	----	----
Mahanoy .... "	1,000	20	----	----
Metropolitan .... "	------	100	----	----
Middle Coal Fields. "	------	----	----	13
Milford	2,500	50	----	----
Mill Creek....Pa.	------	----	----	----
Mulgrave	2,000	----	----	----
Narragansett ....R. I.	8,000	10	----	----
New Creek....Pa.	------	----	----	1
North. & Luzerne . "	------	----	----	----
Penn. .... "	100,000	50	----	195
Penn. Cannel .... "	6,000	50	----	----
Picton .... "	4,000	100	----	----
Pine Knot....Pa.	4,000	50	----	----
Port Hood	4,000	100	----	----
Potomac ....Md.	40,000	10	----	----
Powell ....Pa.	------	----	----	----
Preston .... "	------	----	----	53
Princess Alex....N. S.	5,000	100	----	----
Ridgeway	------	----	----	----
St. Clair ....Pa.	5,000	100	----	26
Schuylkill Valley.. "	20,000	10	----	9¾
Shawmut	6,000	50	----	----
Short Mountain ...Pa.	16,000	50	----	40
Stafford	------	----	----	----
Suffolk	4,000	100	----	93
Sugar Loaf ....Pa.	------	----	----	----
Summit .... "	40,000	20	----	----
Susq. Coal & C. Mt. "	------	----	----	4
Tamaqua .... "	------	----	----	----
Vandermark	20,000	50	----	----
Wyoming Valley..Pa.	22,760	50	----	73

GOLD, SILVER, ETC., STOCKS.

Companies.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market rice p.sh.
Gold, Silver, and Quicksilver:				
Ætna (G.) ....Col.	50,000	10	----	----
Acadia (G.)....N. S.	100,000	3	----	----
Albion (G.) .... "	100,000	3	----	¼
Alpine (G.) ....Col.	150,000	10	----	----
Alps (G.) .... "	100,000	5	----	----
American .... "	200,000	2	----	----
Am. & Mex. (S.)..N. M.	------	----	----	----
Am. Pioneer....A. T.	------	----	----	----
Arizona (Silver) . "	------	----	----	----
Atlantic (G.)....N. S.	100,000	2	----	2
At. & Pac. (G.&S.)Nev.	50,000	10	----	33
Bay State (G.) ....Col.	200,000	5	----	----
Beacon (G.) ....N. S.	200,000	2	----	----
Benton (G.) .... "	100,000	5	----	⅛
Black Hawk (G.) "	50,000	100	----	----
Boston (G.) .... "	10,000	50	----	----
Briggs (G.) .... "	10,000	100	----	----
Bullion (G.) .... "	200,000	25	----	----
Burroughs (G.) .. "	100,000	10	----	----
Canadian (G.)....Ca.	200,000	2	----	50c
Central (G.)....Col.	50,000	20	----	17½
Chaudiere (G.) ....Ca.	100,000	5	----	90c
Chebucto ....N. S.	100,000	5	----	65c
Colonial (G.)....Ca.	100,000	2½	----	25c
Colorado (G.) ....Col.	50,000	10	----	3½
Consol. Greg'y (G.)Col.	50,000	100	----	25
Copalinshe (G.) .... "	200,000	20	----	----
Corisannie (G.) .... "	100,000	10	----	6
Corydon (G.) .... "	100,000	25	----	2½
Day & Bushnell (G.)C.	300,000	10	----	----
Denver (G.)....Ca.	50,000	20	12½	15
Dorset (G.) .... "	170,000	5	----	----
El Dorado (G.)...Nev.	100,000	5	----	----
Empire (S.) .... "	------	----	----	----
Empress (S.) .... "	------	----	----	----
Eureka (G.)....Cal.	------	----	----	----
Excelsior (G.)....Col.	30,000	10	----	14
Frankfort (G.)	100,000	2	----	----
Garrison's (G.)....Col.	100,000	5	----	----
Gilbert River (G.)..Ca.	100,000	5	----	1
Gilpin (G.) ....Col.	100,000	5	----	1½
Gold .... "	100,000	5	----	3⅛
Gold Field	50,000	10	----	----
Gold Hill	50,000	10	----	----
Gold River	100,000	3	----	----
Gould & Curry(G.S.)N.	------	----	----	----
Gunnell (G.)....Col.	300,000	10	----	2½
Halifax (G.)....N. S.	200,000	2	----	50c
Harmon (G. & S.) Nev.	------	----	----	----
Holman (G.) ....Col.	150,000	2	----	----
Hope (G.) .... "	80,000	25	10	10
Isaac's Harbor (G.)N.S.	100,000	5	----	½
Isabella (G.) ....Col.	------	----	----	----
Kennebec (G.)....Ca.	100,000	5	----	----
Kent (G.)....N. S.	200,000	1	----	----
Lake (G.) ....Col.	------	----	----	----
Lake Major....N. S.	12,000	50	----	----
Libertad (G. & S.)Mex.	------	----	----	----
Manhattan (G.)....Col.	100,000	10	----	----
Mariposa (G.)....Cal.	100,000	100	----	33½
Massachusetts (G.)..Ca.	500,000	5	----	2½
Mex. Pac. (G. & S.)Mex.	100,000	100	----	----
Montague (G.) ...N. S.	50,000	10	----	----
Montana (G.)....Col.	100,000	5	½	1½
Montezuma (G. & S.)N.	100,000	5	----	----
Mt. Alpine (G.) ...Col.	250,000	5	----	----
Mt. Vista (G. & S.)Nev.	50,000	10	----	----
New England (G.) Col.	50,000	5	----	2½
New Gregory (G.) "	50.000	10	----	----
New York (S.) ... "	100,000	10	----	----
N. Y. & N. S. (G.) N.S.	100,000	5	----	½
Nova Scotia (S.).. "	100,000	2	----	2½
Oldham (G.) .... "	100,000	2	----	----
Otate (S.) ....Mex.	------	----	----	----
Palma (S.) .... "	------	----	----	----
Peck (G.) ....N. S.	100,000	5	----	----
Peninsular (S.)..L.Cal.	------	----	----	----
Picacho (S.) ....A. T.	50,000	50	----	----
Pontiac (G.)....Col.	50,000	20	----	----
Prince Albert (G.)..Ca.	100,000	2	----	14
Quartz Hill (G.) ..Col.	40,000	25	----	9¾
Quicksilver ....Cal.	40,000	25	----	95
Renfrew (G.) ....Ca.	120,000	2½	----	50c
Riviere du Loup (G.) "	20,000	10	----	----
Rocky Mt. (G.)....Col.	------	----	----	10
Sacramento (S.)..Nev.	------	----	----	----
San Antonio (S.)..A. T.	60,000	50	----	----
Santa Clara (Q.)...Cal.	------	----	----	----
Santa Rita....Ariz. T.	------	----	----	----
Scottie (S.)....Ariz. T.	------	----	----	----
Sherbrooke (G.) N. S.	100,000	10	----	----
Sierra Nevada (G.)Col.	------	----	----	----
Silver Hill (S.) ..Nev.	------	----	----	----
Sonora (S.)....Ariz. T.	------	----	----	----
Southam (G.)....N. S.	100,000	5	----	----
Stafford (G.)....Ca.	100,000	5	----	2½
Star (G.) ....Col.	100,000	25	----	----
Stewart (G.)....Ca.	100,000	5	4	75c
Tascher (G.) .... "	50,000	10	----	----
Victoria (G.) .... "	100,000	2	----	----
Waverly (G.) .... "	50,000	10	----	----
Windsor (G.) ....Col.	100,000	10	----	----
United States (G.). "	75,000	20	----	----

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [.....] "not ascertained."

Fiscal year ending.	Length. Completed; equivalent in single tr'k.	Length. In progress or projected	Equipment. Horses.	Equipment. Cars. 2-horse.	Equipment. Cars. 1-horse.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Nett.	Dividends on paid capital.	Par Value.	Market Price.
	m.	m.	No	No	N		$	$	$	$	$	$	p. c.		
						MASSACHUSETTS.									
30 Nov. '63	3.36	—	—	—	—	Boston and Chelsea	110,000	140,000	—	—	7,200	7,200	8	—	42
30 Nov. '63	4.18	—	161	26	—	Broadway, Boston	88,551	230,000	—	12,500	62,446	21,195	9½	—	55
30 Nov. '63	32.96	—	—	—	—	Cambridge	664,171	657,300	150,000	94	—	—	9	—	105
30 Nov. '63	6.74	—	—	—	—	Cliftondale	95,500	70,000	24,500	4,863	—	—	—	—	—
30 Nov. '63	8.27	—	—	—	—	Dorchester	156,672	121,600	—	—	8,468	7,438	7	—	—
30 Nov. '63	1.48	—	—	—	—	Dorchester Extension	12,800	12,800	—	—	1,024	1,024	8	—	—
30 Nov. '63	1.41	—	—	—	—	Dorchester and Roxbury	18,742	12,000	—	6,800	1,200	1,200	6	—	46
30 Nov. '63	11.75	—	195	25	—	Lynn and Boston	151,396	150,000	50,000	23,230	88,685	0,516	—	—	95
30 Nov. '63	3.41	—	—	—	—	Malden and Melrose	60,246	200,000	73,100	66,223	—	—	—	—	25½
30 Nov. '63	2.97	—	—	—	—	Medford and Charlestown	34,000	22,000	12,000	—	2,040	2,040	6	—	—
30 Nov. '63	36.88	—	762	125	—	Metropolitan (Boston)	621,602	639,300	—	297,509	388,616	65,589	10	—	53
30 Nov. '63	7.50	—	216	41	—	Middlesex (Boston)	348,000	400,000	—	39,783	174,422	32,618	8	—	61
30 Nov. '63	5.69	—	63	9	—	Quincy	75,525	53,000	50,932	16,650	25,837	6,012	—	—	—
30 Nov. '63	5.32	—	—	—	—	Salem & South Danvers	57,100	73,300	—	1,800	9,789	1,273	—	—	—
30 Nov. '63	2.68	—	—	—	—	Somerville	50,000	50,000	—	—	2,500	2,500	—	—	32½
30 Nov. '63	2.50	—	10	2	—	Stoneham street (Boston)	31,600	32,900	—	—	5,685	1,711	5	—	—
30 Nov. '63	7.75	—	61	14	—	Suffolk (Boston)	167,485	123,250	24,800	63,079	42,750	1,591	—	—	—
30 Nov. '63	—	—	311	50	—	Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8	—	—
30 Nov. '63	1.58	—	—	—	—	West Cambridge	12,850	12,850	—	120	642	642	5	—	47
30 Nov. '63	3.21	—	—	—	—	West Roxbury	40,558	40,400	—	—	—	—	—	—	—
30 Nov. '63	2.25	—	—	—	—	Winnisimmet	62,152	62,200	—	4,798	—	—	—	—	—
30 Nov. '63	5.00	—	—	—	—	Worcester	89,000	69,000	20,000	—	6,202	542	—	—	—
						CONNECTICUT.									
31 Jan. '64	3.0	3.0	45	7	—	Fairhaven and Westville	100,000	100,000	—	—	—	—	8	—	—
31 Dec. '62	8.5	—	11	3	—	Hartford and Wethersfield	300,000	300,000	—	—	—	—	—	—	—
						NEW YORK.									
30 Sep. '63	10.76	—	—	—	28	Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00	2.80	—	—	2	Brooklyn, Bath & Coney Isl'd	106,125	61,625	44,500	—	—	—	—	100	69
30 Sep. '63	24.00	—	—	35	43	Brooklyn Central & Jamaica	804,870	492,150	327,150	44,778	146,218	7,216	—	—	48
30 Sep. '63	56.18	1.90	—	140	29	Brooklyn City	1,331,357	1,000,000	170,000	—	542,641	132,836	9	100	150
30 Sep. '63	10.50	4.25	—	56	—	Brooklyn City and Newtown	284,765	346,000	166,000	11,790	61,453	7,881	3	—	58
30 Sep. '63	—	10.00	—	—	—	Brooklyn City & Ridgewood	51,328	53,500	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Buffalo Street	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Central City (Syracuse)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.00	14.00	—	23	1	Centr'l P'k, N. & E. Riv. (N. Y.)	994,655	446,073	550,000	—	19,794	7,008	—	—	—
30 Sep. '63	17.50	—	—	—	—	Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286	—	—	100	69
30 Sep. '63	—	6.00	—	—	—	East & North River (N. Y.)	650	650	—	—	—	—	—	—	—
30 Sep. '63	17.33	—	—	91	—	Eighth Avenue (N. Y.)	978,534	800,000	—	30,000	388,598	124,445	12	100	—
30 Sep. '63	11.00	1.00	—	70	—	42d st., & Grand st., Ferry	726,361	600,000	127,100	4,000	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Fourteenth Street (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	4.52	—	—	—	—	Grand St. & Newtown (W'g'b)	—	—	—	—	—	—	8	—	—
30 Sep. '63	4.63	—	—	—	—	Harlem Br., Moris's & Ford'm	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Main & Ohio St. (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	—	—	—	—	Niagara Street (Buffalo)	—	—	—	—	—	—	—	—	—
30 Sep. '63	19.00	—	—	34	—	Ninth Avenue (N. Y.)	447,598	795,360	57,000	—	97,241	23,479	—	100	—
30 Sep. '63	—	—	—	—	—	N. Riv. & Wall st. Ferry (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	—	11.00	—	—	—	Port Morris & Westchester	1,200	1,200	—	—	—	—	—	—	—
30 Sep. '63	7.50	3.40	—	18	—	Rochester City & Brighton	—	81,500	66,000	6,000	7,636	3 977	—	—	—
30 Sep. '63	16.00	—	—	—	—	Second Avenue (N. Y.)	1,135,848	650,000	500,000	25,000	230,354	51,127	—	100	60
30 Sep. '63	8.37	—	—	40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000	—	412,600	99,227	10	100	110
30 Sep. '63	—	—	—	—	—	Tenth Av & 32d st. (N. Y.)	—	—	—	—	—	—	—	—	—
30 Sep. '63	16.50	—	—	117	3	Third Avenue (N. Y.)	1,819,308	1,170,000	400,000	—	682,131	233,079	12	100	240
30 Sep. '63	—	—	—	—	—	Troy and Lansingburg	—	—	—	—	—	—	—	—	—
30 Sep. '63	2.00	3.50	—	—	—	Utica City	2,160	7,080	—	—	1,693	310	—	—	—
30 Sep. '63	1.50	—	—	—	3	V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752	—	—	—
						NEW JERSEY.									
31 Dec. '62	5.32	—	—	7	—	Hoboken and Hudson City	32,000	30,000	—	2,000	—	—	—	—	—
31 Dec. '62	5.05	2.50	—	8	—	Hoboken and Weehawken	134,400	70,000	60,000	—	17,228	9,986	3	—	—
31 Dec. '62	10.47	—	—	—	—	Jersey City & Bergen Point	—	—	—	—	—	—	—	—	—
31 Dec. '63	17.00	—	150	22	—	Orange and Newark	411,000	211,000	200,000	—	71,050	19,183	—	50	—
31 Dec. '62	5.80	—	—	8	—	West Hoboken & Hoboken	100,000	40,000	60,000	—	—	—	—	—	—
						PENNSYLVANIA.									
31 Oct. '63	7.89	—	133	22	1	Chestnut & Walnut (Phila.)	197,573	100,000	135,000	—	104,728	50,696	40	10	48
31 Oct. '63	8.13	—	126	14	6	Citizens' (Pittsburg)	157,627	92,000	54,200	5,860	89,867	30,168	20	—	—
31 Oct. '63	4.12	—	13	4	—	Delaware County	30,729	24,080	6,500	2,850	5,668	—	—	—	—
31 Oct. '63	4.38	—	112	20	—	Fairmount & Arch st. (Phil.)	194,017	200,000	—	2,050	63,459	14,824	7½	—	18½
31 Oct. '63	16.74	—	274	42	3	Frankford & Southw'k (Ph.)	721,434	490,260	200,000	—	202,367	58,757	7	50	52
30 Nov. '63	24.23	—	205	35	—	Germantown	369,446	112,245	250,000	—	133,506	26,745	6	—	59½
31 Oct. '63	8.40	—	116	25	—	Girard College (Phila.)	160,000	160,000	—	—	76,430	19,682	9¾	—	26
31 Oct. '63	8.73	—	196	36	4	Green & Coates st. (Phila.)	224,182	150,000	87,000	—	124,540	50,470	19½	—	25
31 Oct. '63	11.00	—	—	—	—	Hestonv., Mantua & Fairm'nt	100,000	60,000	40,000	—	—	—	—	—	—
31 Oct. '63	—	—	—	—	—	Lombard & South st. (Phila.)	—	—	—	—	—	—	—	—	16
31 Oct. '63	11.17	—	—	—	—	North Philadelphia	300,000	200,000	100,000	—	—	—	—	—	—
31 Oct. '63	12.00	—	96	19	1	Oakland (Pittsburg & E. L.)	76,500	81,500	—	500	32,691	—	—	—	—
31 Oct. '63	10.57	0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000	—	24,102	1,918	—	—	—
31 Oct. '63	7.04	—	108	13	6	Pittsb., Alleghany & Manch'r	86,418	67,875	12,000	9,622	49,638	7,036	—	—	—
31 Oct. '63	4.51	—	70	10	—	Pittsburg and Birmingham	62,952	42,000	22,600	5,369	40,526	16,184	9½	—	—
31 Oct. '63	6.16	—	128	21	—	Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983	—	—	11½
31 Oct. '63	5.20	—	—	—	—	Richmond & Schuylkill (Ph.)	130,000	100,000	30,000	—	—	—	—	—	6
31 Oct. '63	7.73	—	54	10	—	Ridge Avenue & Manyunk	179,635	118,000	—	—	34,549	12,231	8½	—	12
31 Oct. '63	19.46	—	382	60	6	Second & Third st. (Phila.)	476,779	203,757	172,100	—	279,628	96,803	36	20	68½
31 Oct. '63	5.62	—	60	—	15	17th & 19th st. (Phila.)	113,699	120,000	—	—	28,447	4,917	2½	—	16
31 Oct. '63	8.38	—	120	17	5	Spruce & Pine (Phil. & Gr'nF.)	173,010	159,312	15,500	—	75,066	18,417	17½	—	35
31 Oct. '63	7.65	1.51	175	36	3	10th & 11th st. (Citizens.)	171,776	192,750	—	6,000	126,623	45,960	16½	20	48
31 Oct. '63	6.25	—	133	16	3	13th & 15th st. (Phila.)	100,000	100,000	—	—	87,604	20,428	17½	—	28
31 Oct. '63	9.31	—	223	48	4	West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11	—	71
						MARYLAND.									
31 Dec. '62	21.00	—	340	50	—	Baltimore City	700,000	670,000	—	31,549	239,059	21,058	—	—	18½
						OHIO.									
31 Dec. '62	5.00	—	—	—	—	Cincinnati Street	151,913	150,000	—	—	—	—	—	—	—
31 Dec. '62	5.00	—	—	—	—	City (Cinc.) Passenger	111,412	100,000	—	—	—	—	—	—	—
31 Dec. '62	3.81	—	—	—	—	Passenger (Cinc.)	69,837	50,000	—	—	—	—	—	—	—
31 Dec. '62	3.63	—	—	—	—	Pendleton & S. st. Mar't (Cin.)	70,000	50,000	—	—	—	—	—	—	—
						MISSOURI.									
30 Nov. '62	8.29	—	—	—	—	Citizens' (St. Louis)	117,437	100,000	—	—	—	—	—	—	—
30 Nov. '62	3.33	—	—	—	—	Missouri (St. Louis)	76,674	70,000	—	—	—	—	—	—	—
30 Nov. '62	4.48	—	—	—	—	People's (St. Louis)	83,875	70,000	—	—	—	—	—	—	—
30 Nov. '62	10.20	—	—	—	—	St. Louis	298,604	298,604	—	—	—	—	—	—	—

PASSENGER RAILROAD BONDS.

Description.	Amount outstanding.	Interest. Rate.	Interest. Payable.	Principal payable.	Market Price.
	$	pc	Months.	Year.	p. c.
Broadway [Brooklyn]:					
Real Estate Mortgage	27,500	7	J. & J.	Var.	.....
Brooklyn, Bath & Coney Is'd					
1st Mortgage	44,500	7	J. & J.	1883	.....
Brooklyn Centr. & Jamaica:					
1st Mortgage	304,250	7	J. & D.	1870	.....
Real Estate	22,900	7	.....	.....	.....
Brooklyn City:					
1st Mortgage	170,000	7	J. & J.	1872	.....
Brooklyn City & Newtown:					
1st Mortgage	166,000	7	J. & J.	1872	.....
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1881	100½
Central Park, East & North River:					
1st Mortgage	101,000	7	J. & J.	1874	.....
Citizens' [Pittsburg]					
1st Mortgage	47,800	7	J. & J.	1870	.....
Cliftondale:					
1st Mortgage	25,000	6	J. & J.	1871	.....
Coney Island and Brooklyn:					
1st Mortgage	13,000	7	J. & J.	1873	.....
Delaware County:					
1st Mortgage	6,500	7	.....	.....	.....
Dorchester:					
Real Estate Mortgage	5,000	6	.....	.....	.....
Dorchester and Roxbury:					
1st Mortgage	7,800	6	J. & J.	.....	.....
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1873	.....
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	107
Germantown:					
1st Mortgage	250,000	7	J. & J.	1869	.....
Green and Coates St.:					
1st Mortgage	82,000	7	J. & J.	1870	99
Hestonville, Mantua & Fairmount:					
1st Mortgage	40,000	7	J. & J.	1869	.....
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & S.	1872	.....
Lynn and Boston:					
1st Mortgage [road]	50,000	6	M. & S.	'71-'72	100
Malden and Melrose:					
1st Mortgage guarantied	75,000	6	.....	1880	91
Medford and Charlestown:					
1st Mort. [Winter St. Br.]	12,000	6	.....	.....	.....
Metropolitan:					
1st Mortgage	36,625	6	.....	.....	.....
Real Estate Mortgage	.....	6	.....	.....	.....
Middlesex:					
Malden & Melrose bonds	60,000	6	.....	1870	.....
Real Estate	6,210	—	.....	.....	.....
Ninth Avenue:					
1st Mortgage	57,000	7	.....	.....	.....
North Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	.....
" O. & Newark	100,000	7	J. & J.	1880	.....
2d Mortgage "	100,000	7	J. & J.	1883	.....
Philadelphia City:					
1st Mortgage	135,000	6	J. & J.	1879	91
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	.....
Philadelphia and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	.....
Pittsburg, Allegheny and Manchester:	54,200				
1st Mortgage	25,000	7	J. & J.	1871	.....
Pittsburg & Birmingham:					
1st Mortgage	22,600	7	J. & J.	1870	.....
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	.....
Quincy:					
Plain bonds	50,000	—	M. & S.	1868	.....
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	.....
Rochester City & Brighton					
1st Mortgage	66,000	7	J. & J.	.....	.....
Second Avenue:					
1st Mortgage	500,000	7	J. & D.	1867	.....
Second and Third Street:					
1st Mortgage	125,000	7	J. & J.	1868	110
2d Mortgage	50,800	7	J. & J.	1869	.....
Sixth Avenue:					
1st Mortgage	15,000	7	J. & J.	1875	.....
Suffolk:					
1st Mortgage	24,800	6	M. & S.	1872	.....
Third Avenue:					
1st Mortgage	340,000	7	J. & J.	1870	.....
Real Estate bonds	60,000	—	.....	.....	.....
Union:					
Real Estate Mortgage	20,000	6	J. & D.	1868	.....
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & N.	1873	.....
West Philadelphia:					
1st Mortgage	100,000	7	J. & J.	1869	.....

FEDERAL AND STATE SECURITIES.

DESCRIPTION, OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
UNITED STATES LOANS.					
Loan of Jan. 28, 1847 .....registered	$9,415,250	6	Jan. & July.	1867	137
Loan of March 31, 1848 .....registered	8,908,342	6	" "	1868	130
" " " .....coupon		6	" "	1868	135
Texas Indemnity, of Sep. 9, 1850.....coupon	2,052,000	5	" "	1865	231
Loan of June 14, 1858 .....registered	20,000,000	5	" "	1874	103
" " " .....coupon		5	" "	1874	106
Loan of June 22, 1860 .....registered	7,022,000	5	" "	1871	103
" " " .....coupon		5	" "	1871	106
Oregon War Debt of March, 1861.... coupon	1,016,000	6	" "	1881	110
" " " " " ... coupon		6	Yearly.	1881	112
Loan of Feb. 8, 1861 .....registered	18,415,000	6	Jan. & July.	1881	108½
" " " .....coupon		6	" "	1881	116½
Loan of July 17, & Aug. 5, 1861 ...registered	249,977,800	6	" "	1881	109½
" " " .....coupon		6	" "	1881	116½
Loan of Feb. 25, 1862 (5-20s).....registered	510,756,900	6	May & Nov.	1882	108½
" " " (5-20s).....coupon		6	" "	1882	108½
Loan of March 3, 1864, (10-40s)....registered	81,680,000	5	Mar. & Sept.	1904	101½
" " " " .....coupon		5	" "	1904	101½
Loan of March 3, 1864 (5-20s) ....registered	40,000,000	6	May & Nov.	1884	----
" " " " .....coupon		6	" "	1884	108½
Treasury Notes of July 17, 1861.....coupon	14,145,900	7.3	April & Oct.	1864	122
" " of Mar. 3, 1864.....coupon	76,668,550	7.3	Feb. & Aug.	1867	114
Debt Certificates	236,373,000	6	At maturity.	.....	97
One Year Treasury Notes (legal tender).....	43,585,000	5	" "	.....	----
Two Year's " " " "	15,748,000	5	" "	.....	
Two Year's Treasury Notes (coupon).....	61,186,710	5	June & Dec.	1865	----
Three Year's Compound Interest notes of '63	15,000,000	6	at maturity.	1866	----
" " " " " of '64	88,813,870	6	"	1867	----
STATE LOANS.					
Alabama—State bonds .....coupon	3,423,000	5	Jan. & July.	1877	----
Arkansas—State bonds (R. R. B'k)...coupon	899,000	6	No int'est paid for many y'rs	1868	----
" — " " (B'k of State).. "	610,000	6		1868	----
" — " " (" ").. "	38,000	5		1868	----
California—Civil bonds of 1857 .....coupon	3,727,500	7	Jan. & July.	1878	153
" — " " 1860..... "	198,500	7	" "	1880	----
" —War bonds..... "	610,004	7	" "	1872	----
Connecticut—War Fund bonds.....coupon	2,000,000	6	Jan. & July	'71-'72	----
" — " " " ..... "		6	" "	'81-'82	105½
" — " " " ..... "	1,000,000	6	" "	1882	----
Florida—State bonds.....coupon	143,000	7	.....	.....	----
Georgia—State bonds .....coupon	72,000	5	Jan. & July.	1872	----
" — " " (R. R. & B'k) .. "	2,073,750	6	" "	'63-'80	65
" — " " (R. R.)..... "	525,000	7	" "	'62-'72	----
Illinois—New Int. Impr. stock .....inscribed	1,970,967	6	Jan. & July.	1870	101
" — " " " bonds ..... "	1,322,085	6	" "	1877	100
" —Interest stock..... "	737,222	6	" "	1860	100
" —Refunded stock .....coupon	2,187,000	6	" "	'63-'80	106
" —War bonds..... "	2,000,000	6	" "	1879	96
" —Canal bonds (sterling)..... "	1,778,423	6	" "	1870	100
" — " " (dollar) ..... "	1,969,397	6	" "	1870	100
Indiana—State stock .....registered	5,325,500	5	Jan. & July.	1886	86
" — " " ..... "	2,058,173	2½	" "	1886	68
—State Int. Imp. bonds (not adjusted)	391,000	--	.....	d'm'd.	----
" —State War Loan bonds .....coupon	1,371,780	6	May & Nov.	1881	94
" —Canal Preferred stock..... "	4,079,500	5	Jan. & July.	.....	86
" — " " special stock "	1,216,737	5	" "	.....	----
" — " Deferred stock..... "	1,243,000	5	" "	.....	----
" — " " special stock "	479,545	5	" "	.....	----
Iowa—State stocks.....coupon	200,000	7	Jan. & July.	1868	----
" — " " (war loan)..... "	300,000	7	" "	'81-'82	----
" — " bonds to School Fund ... "	122,295	10	Annually.	d'm'd.	----
Kansas—State bonds (sinking fund)...coupon	146,000	7	Jan. & July.	1876	----
" — " " " " .. "	54,000	7	May & Nov.	1878	----
" — " " (domestic)..... "	65,000	6	July.	1883	----
Kentucky—State bonds .....coupon	4,800,000	5	Jan. & July.	'65-'75	----
" — " " ..... "		5	" "	'81-'91	----
" — " " ..... "		5	" "	'95-'96	----
" — " " (bank)..... "	600,000	5	" "	1891	----
" — " " ..... "	67,500	6	" "	'91-'96	102
" — " " (war loan) .. "	2,000,000	5	" "	1871	----
Louisiana—State bonds (R. R. etc.)....coupon	516,130	6	.....	d'm'd.	66
" — " (R. R. etc.)... "	3,902,000	6	.....	'67-'99	----
" — " " (banks)..... "	5,398,533	6	.....	.....	----
" — " " (war loan)... "	670,000	6	.....	.....	----
Maine—State bonds .....coupon	.....	6	Mar. & Sept.	'63-'77	100
" — " " (war loan)..... "	1,000,000	6	Jan. & July.	'81-'83	101½
Maryland—State bonds (st'l'g).....coupon	816,000	5	Chiefly quarterly.	1865	----
" — " (st'l'g conv.)... "	200,376	5		1865	----
" — " " (st'l'g)..... "	5,585,555	5		'89-'90	104½
" — " " (st'l'g conv.)... "	2,490,569	5		'89-'90	108
" — " " (dollar)..... inscribed	500,000	3		1890	----
" — " " (")..... "	100,000	4½		1888	----
" — " " (")..... "	767,560	5		'42-'58	----
" — " " (")..... "	399,408	5		1880	----
" — " " (")..... "	148,711	5		'89-'90	103
" — " " (")..... "	133,689	6		pleas.	----
" — " " (")..... "	3,000,000	6		1870	107
" — " " (")..... "	35,000	6		1885	----
" — " " (")..... "	603,333	6		'89-'90	114
Massachusetts—State b'ds (Western R.R.).stg.	3,995,555	6	April & Oct.	'68-'71	----
" — " " (T. & G.R.R.)... "	508,380	6	" "	'88-'90	----
" — " " (" ").dollar	416,500	6	" "	'90-'91	121
" — " " (" ").. "	300,000	5	" "	1893	128½
" — " " (East'rn R.R.) "	500,000	6	Jan. & July.	'65-'71	150
" — " " (N.&W. R.R.) "	400,000	6	" "	1870	----
" — " " (Cons. Stat. sc.) "	150,000	6	" "	1870	----
" — " " (Buildings sc.) "	200,000	6	June & Dec.	'68-'77	128½
" — " " (" ") "	345,000	5	April & Oct.	'65-'74	----
" — " " (" ") "	200,000	5	May & Nov.	'65-'72	----
" — " " (" ") "	94,000	5	Jan. & July.	1874	----
" — " scrip.....	200,000	6	" "	'64-'66	----
" — " "	247,000	6	June & Dec.	'68-'72	----
" — "	55,000	5	" "	'68-'72	----

DESCRIPTION, OF SECURITIES.	Amounts outstanding.	Interest. Rate.	Interest. Periods.	WHEN DUE.	Market Price.
Massachusetts—Union Fund Loan.....coupon	3,000,000	6	Jan. & July.	'71-'76	130½
" — " " ..... "	600,000	5	" "	'77-'78	115½
" —Bounty Fund Loan..... "	500,000	5	May & Nov.	1893	119
" —Coast Defence Loan... "	1,000,000	5	" "	1883	118½
" —Back Bay Loan ..... "	168,000	5	" "	1880	----
Michigan—Renewal Loan .....coupon	216,000	6	Jan. & July.	1878	100
" —Canal Loan.....(sink'g f'd) "	100,000	6	" "	1879	----
" —War Loan.....(") "	567,000	7	" "	1886	100
" —Redemption P'n (") "	2,000,000	6	" "	'68-'83	----
Minnesota—State bonds .....coupon	250,000	8	Jan. & July.	1867	100
" — " " (Indian war). "	100,000	7	" "	1871	----
" — " " (Railroads)... "	2,275,000	7	" "	1883	----
Mississippi—State bonds (Banks).....coupon	2,000,000	6	.....	'41-'71	----
Missouri—Bank Stock Loan of 1857.....	63,000	5½	Jan. & July.	1863	----
" — " " " "	199,000	6	" "	1863	66½
" — " " " "	100,000	6	April & Oct.	1863	----
" —Capitol Loan of 1857.....	40,000	6	Jan. & July.	1863	----
" —Renewal Loan of 1853.....	200,000	6	" "	1883	----
" —R. R. Loans: Pacific R. R....coupon	7,000,000	6	" "	'72-'88	69
" — " " S.W. Branch... "	4,500,000	6	" "	'87-'89	----
" — " " H.&St.Joseph "	3,000,000	6	" "	'73-'87	85
" — " " N. Missouri .. "	4,350,000	6	" "	'72-'87	----
" — " " Iron Mountain "	3,501,000	6	" "	'73-'89	----
" — " " C. & Fulton .. "	650,000	6	" "	'87-'89	----
" — " " Platte Co. .... "	700,000	6	" "	1889	----
" —Revenue bonds ..... "	431,000	9	June & Dec.	'64-'66	----
" —State Defense warrants	780,000	---	.....	.....	----
New Hampshire—State bonds.....coupon	535,100	6	Feb. & Aug.	1876	100
" " —Notes	200,000	6	.....	.....	----
New Jersey—State stock .....registered	95,000	6	Jan. & July.	Var.	----
" " —State bonds (war loan).coupon	531,820	6	" "	'65-'71	----
" " — " " (" "). "	200,000	6	" "	1871	----
New York—General F'd: Astor Debt.....	561,500	5	Jan. & July.	pleas.	----
" " — " " Deficiency Loans..	348,107	5	" "	pleas.	----
" " — " " " " " ..	900,000	5	" "	1875	----
" " — " " " " " ..	442,961	5	May & Nov.	1868	107
" " — " " " " " ..	1,189,781	6	Jan. & July.	pleas.	----
" " — " " " " " ..	1,300,000	6	" "	'68-'78	119
" " — " " " " " ..	700,000	7	" "	1870	113
" " — " " Comptroller's b'nds	28,698	5	.....	d'm'd	----
" " — " " " " "	11,050	5½	.....	d'm'd.	----
" " — " " " " ..	14,230	6	.....	d'm'd.	----
" " — " " " " ..	421,000	6	Jan. & July.	'65-'67	----
" " — " Railroad Loans.....	287,700	4½	J., A., J., & O.	1864	----
" " — " " " "	68,000	5	Feb. & Aug.	1876	----
" " — " " " "	28,000	5½	J., A., J., & O.	1865	----
" " — " " " "	320,000	5½	Jan. & July.	1865	----
" " — " " " "	100,000	6	" "	1867	----
" " —Canal Fund Loans.....	6,922,274	5	" "	'63-'74	106
" " — " " "	15,889,025	6	" "	'64-'76	117
" " — " " "	1,200,000	7	" "	1864	----
North Carolina—State bonds .....coupon	9,129,505	6	Various.	Var.	60
Ohio—State bonds (foreign debt) .....coupon	1,258,279	6	Jan. & July.	1860	110½
" — " " (" ") ..... "	1,015,000	5	" "	1865	95
" — " " (" ") ..... "	379,866	6	" "	1868	----
" — " " (" ") ..... "	2,183,532	6	" "	1870	105
" — " " (" ") ..... "	1,600,000	6	" "	1875	105
" — " " (" ") ..... "	4,095,309	6	" "	1881	103
" — " " (" ") ..... "	2,400,000	6	" "	1886	106
" — " " (domestic debt).....	125,680	6	" "	1863	108
" — " " (war loan).....coupon	1,500	---	" "	1866	----
" — " " (" ") ..... "	279,313	---	" "	1868	----
" —Irreducible debt (school funds, etc.)...	2,920,403	6	Yearly.	.....	----
Oregon—State scrip	55,372	---	.....	.....	----
Pennsylvania—State Stock Loans.....	131,200	4½	April & Oct.	due.	----
" — " " "	10,780,095	5	Jan. & July.	due.	93
" — " " "	3,886,070	5	Feb. & Aug.	due.	----
" — " " "	3,690,614	5	Mar. & Sept.	due.	----
" — " "	3,241,898	5	June & Dec.	due.	----
" —Interest Certificates	210,263	6	Feb. & Aug.	due.	107½
" —State bonds.....coupon	200,000	4½	Jan. & July.	1882	----
" —State Stock Loans.....	1,177,890	5	" "	1864	----
" — " " "	675,029	5	Feb. & Aug.	1864	----
" — " " "	1,045,629	5	June & Dec.	1864	----
" — " " "	1,558,673	5	Jan. & July.	1865	----
" — " " "	2,277,755	5	" "	1868	----
" — " "	1,766,214	5	" "	1870	100½
" —State bonds.....coupon	4,860,000	5	Feb. & Aug.	1877	94½
" — " " ..... "	428,000	5	" "	1878	----
" —Inclined Plane Loan	400,000	6	April & Oct.	1879	106
" —State bonds.....coupon	650,000	5	Jan. & July.	1882	----
" —Bank Charter Loans.....	360,937	5	.....	.....	----
" —Relief Notes in circulation...	97,360	---	.....	.....	----
" —Military Loan bonds ..coupon	3,000,000	6	Feb. & Aug.	1871	104
Rhode Island—State bonds (war loan).coupon	2,000,000	6	Mar. & Sept.	1882	101½
South Carolina—State bonds (stg)....coupon	484,444	5	.....	1868	----
" " —Inscribed certificates	1,708,017	6	.....	'68-'90	----
" " —State b'ds (railroads).coupon	1,310,000	6	.....	1877	50
Tennessee—State bonds (banks) .....coupon	1,125,000	6	.....	1882	55
" — " " (intern. impr.) "	2,063,606	5	.....	Var.	48
" — " " (railroads) ... "	12,799,000	6	.....	Var.	----
" — " " (capitol) ..... "	608,000	5	.....	1890	55
" — " " (Hermitage) . "	48,000	6	.....	1890	56
Texas—Had no debt in 1861	.....	---	.....	.....	----
Vermont—Inscribed certificates	175,000	6	.....	'63-'64	----
" —State bonds (war loan) ....coupon	58,000	6	.....	'62-'63	----
" — " " (" ") .... "	751,000	6	Jan. & July	1870	103½
Virginia—Inscribed certificates (civil).....	404,000	5	Various.	Var.	----
" — " " (railroad) ...	18,264,642	6	Jan. & July.	'83-'93	50
" —State bonds (railroad) .....coupon	12,624,500	6	" "	'85-'93	----
" — " " (sterling)..... "	1,865,000	5	" "	1892	----
West Virginia—No information	.....	---	.....	.....	----
Wisconsin—State bonds (civil)..... .....coupon	100,000	6	April & Oct.	'67-'68	100
" — " " (war) ..... "	200,000	6	Jan. & July.	1867	----
" — " " (domestic) ... "	100,000	6	" "	1877	----
" — " " (").... "	1,100,000	6	" "	'78-'88	----

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1860	55,734	55,123	74,690	63,995	86,211	76,426	81,453	103,635	94,928	107,758	78,751	64,937	938,641
1861	81,551	75,621	78,361	65,358	75,250	68,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1862	73,169	93,591	110,935	72,196	81,994	90,625	95,096	128,191	132,639	119,409	115,201	111,955	1,225,001
1863	109,850	101,355	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864	100,991	154,417	195,802	162,722	178,785	206,090	224,256	312,161	320,857	281,419	------	------	------
Chicago and Rock Island:													
1860	72,834	66,703	77,408	89,170	104,272	100,403	82,895	139,049	134,500	145,839	92,873	75,457	1,181,003
1861	83,030	63,975	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,261,050
1862	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,268	161,503	138,795	135,595	1,423,439
1863	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,485	201,134	1,959,267
1864	158,735	175,482	243,150	175,838	188 565	205,866	195,103	271,141	331,494	312,049	319,816	------	------
Chicago and Northwestern:													
1859	18,569	19,535	22,970	25,881	28,291	28,066	24,326	28,536	51,340	55,831	55,003	42,101	400,450
1860	32,192	33,408	46,346	48,919	62,392	45,985	39,500	49,571	80,819	108,737	74,331	53,554	676,754
1861	48,325	48,651	59,920	60,410	84,891	83,229	76,897	60,527	87,167	105,146	81,296	55,199	855,658
1862	46,605	49,103	59,249	54,725	84,706	104,815	95,340	71,306	104,094	124,787	108,956	90,991	994,677
1863	69,691	81,160	92,483	103,450	107,866	124,283	115,861	196,491	172,072	210,476	153,388	153,522	1,488,197
1864	98,123	111,495	157,962	174,589	188,629	------	------	------	------	------	------	------	------
Cleveland and Toledo:													
1859	59,856	56,779	75,709	62,294	55,652	52,788	44,781	61,791	72,389	79,673	76,304	82,220	780,236
1860	78,170	67,210	86,260	76,032	65,907	55,085	50,386	66,573	84,603	94,406	82,467	82,400	889,499
1861	85,239	76,918	85,663	90,324	65,302	63,137	52,269	60,285	84,640	98,528	88,401	105,253	955,959
1862	106,263	88,468	103,175	87,915	69,716	64,910	71,716	78,538	102,176	112,507	117,284	164,876	1,167,544
1863	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	185,920	1,579,509
1864	154,058	176,105	203,329	158,077	125,000	100,000	113,515	154,245	182,110	183,649	184,614	------	------
Erie:													
1859	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,285	465,959	536,608	414,764	4,651,049
1860	354,060	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,335,424
1861	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	515,948	719,354	734,108	714,211	6,214,182
1862	699,097	601,595	638,006	626,070	587,416	528,842	595,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,469,481
1864	984,837	914,133	1,094,508	1,079,508	1,052,293	1,021,976	974,317	1,085,364	1,291,006	1,202,569	1,294,908	------	------
Galena and Chicago													
1860	60,653	62,698	80,793	93,254	115,505	93,449	80,705	166,541	219,528	252,108	142,658	94,860	1,462,752
1861	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,359	200,276	221,326	172,700	122 309	1,720,396
1862	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1863	132,517	121,161	129,226	136,601	172,343	212,946	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1864	143,906	169,577	177,251	196,872	220,825	------	------	------	------	------	------	------	------
Hudson River:													
1859	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,033	1,933,434
1860	212,714	209,422	161,047	134,606	156,281	129,996	140,860	167,220	180,000	198,951	169,549	220,370	2,075,822
1861	223,157	205,343	167,560	139,751	150 808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,537
1862	307,330	281,568	308,963	202,346	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970
1863	453,953	425,047	366,802	270,676	244,771	202,392	190,364	219,561	268,100	302,174	295,750	484,550	3,726,140
1864	501,231	472,240	356,626	278,540	281,759	253,049	273,726	306,595	361,600	340,900	------	------	------
Illinois Central:													
1859	132,936	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,392	250,742	192,322	2,126,066
1860	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,163	225,196	2,664,848
1861	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1862	190,130	236,637	151,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,593	359,463	3,445,827
1863	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,205	478,576	496,433	437,679	424,531	4,571,028
1864	318,200	406,595	445,320	421,457	414,731	497,223	404,197	585,434	767,363	664,299	617,711	------	------
Marietta and Cincinnati:													
1862	33,904	26,252	25,891	38,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	512,218
1863	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1864	56,540	77,874	90,755	73,215	83,964	75,055	89 533	94,375	96,062	90,576	97,047	------	------
Milwaukee and Prairie du Chien:													
1860	37,520	32,301	39,501	45,811	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	799,841
1861	54,246	44,027	43,687	49,102	112,266	141,771	107,117	90,463	134,726	177,879	180,184	67,990	1,153,407
1862	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	154,369	122,272	61,835	1,163,734
1863	67,130	76,132	44,925	88,177	106,967	111,260	71,587	69,352	155,417	205,054	138,342	90,000	1,224,343
1864	102,748	115,135	88,222	140,417	186,747	212,226	139,547	113,398	168,218	178,526	157,099	------	------
Michigan Southern & Northern Indiana:													
1859	104,345	106,828	143,626	145,258	138,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,819
1860	131,467	119,833	166,454	170,842	175,481	134,688	127,273	196,821	233,851	273,722	203,492	134,972	2,068,896
1861	140,925	116,934	153,170	186,951	170,362	161,391	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1862	163,152	153,728	157,500	193,120	200,826	181,983	180,915	226,819	276,109	325,818	305,284	279,539	2,647,833
1863	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,541
1864	256,600	304,445	333,058	327,206	264,818	311,717	279,129	355,264	398,330	404,563	444,523	------	------
Michigan Central:													
1859	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	132,949	1,756,416
1860	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1861	142,334	119,764	151,671	172,614	149,550	133,620	123,377	144,982	236,846	307,333	242,089	200,134	2,124,314
1862	230,159	159.658	151,902	175.696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1863	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,065
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	408,866	405,510	------	------
New York Central:													
1859	380,349	370,544	509,211	478,563	409,628	447,813	504,217	591,920	743,599	709,671	637,792	520,396	6,303,703
1860	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	730,736	523,047	7,154,622
1861	489,095	420,793	627,051	689,688	677,073	558,743	523,138	562,076	696,175	927,036	952,960	872,935	7,996,783
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,798	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,165	818,512	840,450	1,079,551	1,041,522	1,045,401	1,074,700	11,069,853
1864	921,831	936,587	1,059,023	1,105,664	1,004,435	1,029,736	1,055,793	1,275,117	1,450,076	1,203,764	1,169,142	------	------
New York and Harlem:													
1859	91,990	84,209	88,278	90,517	91,868	89,239	91,190	100,118	97,218	97,857	85,785	94,554	1,102,823
1860	97,016	95,666	88,598	90,463	89,577	93,378	100,639	104,118	105,478	111,173	99,461	100,141	1,175,708
1861	103,495	88,201	88,790	94,630	83,856	97,337	92,802	91,958	89,356	97,858	91,111	90,671	1,110,065
1862	100,604	96,689	102,808	94,957	94,157	97,337	101,857	103,223	99,435	107,093	99,135	125,715	1,225,010
1863	129,775	128,766	125,445	118,075	108,605	116,898	114,090	125,817	124,615	129,121	119,854	131,304	1,472,365
Philadelphia and Reading:													
1859	146,722	155,327	188,609	215,475	225,464	230,377	248,862	241,695	264,622	283,646	288,619	245,977	2,735,395
1860	163,551	171,841	257,410	248,110	265,011	278 270	314,806	337,495	339,911	368,956	321,208	249,032	3,315,501
1861	161,106	160,538	191,266	252,154	263,917	270,051	239,987	265,358	234,456	276,209	291,763	278,219	2,905,839
1862	192,216	217,161	244,423	258,674	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,826	4,088,837
1863	335,685	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	815,902	746,955	526,009	6,324,083
1864	436,741	532,786	617,021	669,383	------	936,188	------	------	------	------	------	------	------
Pittsburg, Fort Wayne and Chicago:													
1860	139,951	152,574	192,779	182,566	188,831	165,795	154,032	203,853	245,938	286,844	231,253	191,138	2,335,354
1861	217,262	202,071	265,735	270,675	216,501	204,778	180,429	248,031	270,086	352,071	302,790	301,958	3,031,787
1862	293,420	274,258	295,778	282,695	277,009	261,210	249,419	277,380	397,525	401,299	364,334	370,983	3,745,310
1863	337,350	366,598	461,965	462,987	427,094	395,845	350,753	407,077	463,509	505,814	466,300	487,642	5,132,934
1864	290,676	455,211	602,603	574,680	499,547	520,942	486,687	669,102	705,974	758,860	743,751	------	------
St. Louis, Alton and Terre Haute:													
1862	74,252	63,881	68,748	71,854	112,384	93,766	67,721	85,359	95,969	118,887	129,166	135,610	1,117,597
1863	109,808	110,603	120,310	123,115	113,798	123,949	118,077	139,378	153,470	144,736	143,748	162,921	1,554,913
1864	100,872	147,485	160,496	157,785	149,855	155,730	144,942	218,235	224,134	203,441	202,966	------	------
Toledo and Wabash:													
1860	43,518	42,064	64,414	73,679	67,946	67,428	84,879	122,785	106,100	125,027	77,599	51,296	926 735
1861	59,639	47,043	62,551	76,274	79,278	80,074	93,464	138,722	142,527	162,853	137,036	92,574	1,172,100
1862	82,235	47,142	56,006	83,582	106,845	113,578	115,214	168,219	170,380	172,870	147,548	139,528	1,403 147
1863	86,321	91,971	103,056	132,111	134,272	152,585	105,554	116,379	120,595	151,052	134,563	111,339	1,439,798
1864	79,735	95,842	132,896	123,987	127,009	156,338	139,626	244,114	243,940	221,569	220,208	------	------

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Alabama and Florida:						
Mortgage	$300,000	7			1867	
Convert. (guar. by Dir.)	150,000	7			1863	
Alabama and Tenn. Rivers:						
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872	
2d Mortgage	225,705	8			1864	
Albany, Vt. and Canada:						
1st Mortgage	600,000	7	March & Sept	New York.	1857	
Atlantic and Gt. Western (N.Y.):						
1st Mortgage (S. F.)	980,000	7	April & Oct.	New York.	1879	
2d Mortgage	593,500	7	" "	" "	1881	
Atlantic and Gt. Western (Pa.)						
1st Mortgage (S. F.)	2,500,000	7	April & Oct.	New York.	1877	
2d Mortgage	956,000	7	" "	" "	1882	
Eastern Coal Fields Branch	400,000	7	" "	" "	1882	
Atlantic and Great Western (O.):						
1st Mortgage (S. F.)	717,000	7	April & Oct.	New York.	1876	98
2d Mortgage		7	Jan. & July.	" "	1883	98
Atlantic and St. Lawrence:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1866	92
Sterling Bonds (Coupon)	484 000	6	Nov. & May.	London.	1878	96
City of Portland Loan (Coup.)	1,000,000	6	Various	N.Y., P.&Bos.	'68-'70	
Baltimore and Ohio:						
Maryland Sterling B'ds of 1839.	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1838	
Mortgage Coupon " 1853.	2,500,000	6	April & Oct.	Baltimore.	1885	108
" " " 1850.	700,000	6	Jan. & July.	"	1880	108½
" " " 1855.	1,128,500	6	Jan. & July.	"	1875	108
" " " 1834.	1,000,000	6	Ja. Ap. Ju. Oc.	"	1867	102¼
Balt. City Loan of 1855	5,000,000	6	Jan. & July.	"	1890	111½
Bellefontaine and Indiana:						
1st Mortgage convertible	791,000	7	Jan. & July.	New York.	1866	101½
2d Mortgage	130,000	7	" "	" "	1870	
Belvidere Delaware:						
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1867	100
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	95
3d Mortgage (do)	589,500	6	Feb. & Aug.	"	1877	
Boston Concord and Montreal:						101
1st Mortgage	200,000	6	Feb. & Aug.	Boston.	1865	102½
1st Mortgage	300,000	7	" "	New York.	1865	100½
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	
2d Mortgage Coupons	250,000	7	" "	New York.	1870	106
Sinking Fund	200,000	6	" "	Boston.	1889	100
Boston and Lowell:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	103
Buffalo, New York and Erie:						
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	104
2d Mortgage coupon	426,714	7	May & Nov.	" "	1872	103
Buffalo and State Line:						
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101
Income ½ in '59, ½ in '72)	200,000	7	Jan. & July.	" "	var.	
Unsecured	200,000	7	" "	" "	1864	
Special Erie and North-East	149,000	7	" "	" "	'61-'70	
Burlington and Missouri:						
1st Mort. on 1st Division	590,000		Feb. & Aug.	New York.		
Cairo and Fulton (Mo.):						
State (Mo.) Loan	650,000	6			'78-'79	
Camden and Amboy:						
English debt (S. F.) £453,093	2,192,923	6	Semi-annual.	London.	1880	
Converted Sterling Loan	798,200	5	"	"	1863	
American Loan	762,000	6	"	New York.	1864	105
Loan for $500,000	500,000	6	"	"	1867	108½
" " $800,000	790,600	6	"	"	1870	106½
" " $675,000	675,000	6	"	"	1875	99
" " $1,700,000	1,700,000	6	"	"	1883	100½
" " $2,500,000	867,000	6	"	"	1889	100
Consolid. Mort. Loan $5,000,000			"	"		106
Camden and Atlantic:						
1st Mortgage Coupon	1,037,375	7	Feb. & Aug.	Philadelphia.	1872	
Catawissa:						
1st Mortgage	141,000	7	May & Nov.	Philadelphia.	1882	
Cayuga and Susquehanna:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1865	
Central of New Jersey:						
1st Mortgage	1,400,000	7	Feb. & Aug	New York.	'65-'70	100
2d Mortgage	600,000	7	May & Nov.	" "	1875	115
***Central Ohio:**						
1st Mortgage W Div.	450,000	7	May & Nov	Zanesville.	1861	106
1st Mortgage E. Div.	800,000	7	Feb. & Aug	"	1864	94½
2d Mortgage	800,000	7	June & Dec	New York.	1865	101
3d Mortgage (S. F.)	950,000	7	" "	" "	1885	85
4th Mortgage (S. F.)	1,365,800	7	" "	" "	1876	50
Charleston and Savannah:						
1st Mortgage (endorsed)	510,000	6				
2d Mortgage	1,000,000	7				
Cheshire:						
Bonds of '75, '77, '80	600,000	6	Jan. & July.	Boston.	var.	99½
Chicago, Burlington & Quincy:						
Trust Mort. S. F., convertible	470,000	8	Jan. & July.	New York.	1883	122½
" " " inconvertible	3163,000	8	" "	" "	1883	
Plain Bonds, dated Sept. 20, 1860	781,000	7	March & Sept.	" "	1890	
2d Mortgage, inconvertible	940,500	4½	July.	Frankfort o. M.	1890	
Chicago and Aurora 1st Mort.	199,000	7	Jan. & July.	New York.	1867	
Central Military Tract, 2d Mort.	68,000	8	May & Nov.	" "	1868	
" " " Plain	65,000	8	March & Sept.	" "	1876	
Chicago and Alton:						
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	108
1st Mortgage pref. S. F.	585,000	7	April & Oct.	" "	1877	100
Income Bonds	1,100,000	7	May & Nov.	" "	1882	85
Chicago and Milwaukee:						
1st General Mort.		7	Jan. & July.	New York.	1893	
1st " " (O. & M.) conv.		7	May & Nov.	" "	1874	
1st " " (M. & C.)		8	Jan. & July.	" "	18	
2d " "		8	" "	" "	18	
Chicago and Great Eastern:						
1st Mortgage	2,000,000	7	Apr. & Oct.	"	1894	

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Chicago and Rock Island:						
1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	105
Chicago and Northwestern:						
Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	107
General 1st Mortgage	3,600,000	7	" "	" "	1885	99
Bonds issued for coupons of do.	756,000	7	May & Nov.	" "	1883	97
2d Mortgage	2,000,000	6	" "	" "	1890	95
Appleton Extension Bonds	184,000	7	Feb. & Aug.	" "	1885	99½
Green Bay Extension Bonds	300,000	7	" "	" "	1885	98
Flagg Trust Bonds	245,000	8	Jan. & July.	" "		
Cincinn., Hamilton and Dayton:						
1st Mortgage	334,000	7	Jan. & July.	New York.	1867	110
2d Mortgage	1,250,000	7	May & Nov.	" "	1880	116
Cincinnati, and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Cleveland and Mahoning:						
1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	107
2d Mortgage	244,200	7	March & Sept.		1864	110
3d Mortgage	658,200	8	" "		1876	
Clev., Painesville and Ashtabula:						
2d Mortgage	228,000	7	Feb. & Aug.	New York.	1862	92
Special (Sunbury and Erie)	500,000	7	" "	" "	1878	121
Dividend Mortgage	900,000	7			1880	
Cleveland and Pittsburg:						
1st Mortgage (Main Line)	800,000	7	Feb. & Aug.	New York.	1860	
2d Mort. (M. L.) or 1st Extension	1,189,000	7	March & Sept.	" "	1873	105
3d Mort. (M. L.) or 2d Extension	1,166,000	7	" "	" "	1875	100
4th Mort. (M. L.) or 3d Extension	1,059,028	6	" "	" "	1886	80
River Line bonds	20,000	7			1887	
Clev., Columbus and Cin.:						
1st Mortgage, Coupon	509,000	7	Jan. & July.	New York.	'64-'90	
Cleveland and Toledo:						
Junction 1st Mortgage 1st Div.	244,000	7	April & Oct.	New York.	1867	101¾
Junction 1st Mortgage 2d Div.	161,000	7	June & Dec.	" "	1872	101½
Tol., Nor. and Clev. 1st Mort.	9,000	7	Feb. & Aug.	" "	1863	75
C. and T. Income Mortgage	250	7	March & Sept.	" "	1863	75
C. and T. Income (convertible)	119,000	7	Jan. & July.		1864	
C. and T. Income (convertible)	167,000	7	" "		1864	
C. and T. Dividend (convert.)	123.560	7	April & Oct.	New York.	1865	70
C. and T. Income (convertible)	6,000	7	March & Sept.	" "	1870	
C. and T. (S. F.) Mortgage	1,802,000	7	Jan. & July.	" "	1885	108
Columbus and Xenia:						
Dividend (due 1860, '61, '62, '63)	208,000		June & Dec.	New York.	var.	
Connecticut River:						
Mortgage	250,000	6	March & Sept.	Boston.	1878	103½
Connectic't and Passump. Rivers:						
1st Mortgage	800,000	6	June & Dec.	Boston.	1876	99½
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
2d Mortgage	109,500	8	" "	" "	1904	
Dayton and Michigan:						
1st Mortgage	300,000	8	Jan. & July.	New York.	1867	114
2d Mortgage	2,605,000	8	" "	" "	1881	103
Dayton and Western:						
1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
2d Mortgage	250,000	7	June & Dec.	" "		40
Delaware:						
1st Mortgage guar. by P. W. & Baltimore	500,000	6	Jan. & July.	Philadelphia.	1875	100
Guaranteed	100,000	6	" "	"	1875	105
State Loan	170,000	6	" "	"	1876	
Delaware, Lackawanna and W'n:						
1st Mortgage (Lack. & Western)	900,000	8	April & Oct.	New York.	1871	108
1st Mortgage (E. Extension)	1,499,000	7	" "	" "	1875	108
2d Mortgage	2,516,500		March & Sept.	" "	1881	114
Detroit and Milwaukee:						
1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	60
2d Mortgage	1,000,000	8	" "	" "	1866	
3d Mortgage (convertible)	750,000	10	" "	" "	1863	
4th Mortgage (G. W. R. R.)	500,000	8				
Dubuque and Sioux City:						
1st Mortgage coupon	300,000	7	Jan. & July.	New York.	1883	
Dubuque Western:						
1st Mortgage	344,000	†				
Eastern (Mass.):						
Income (due $75,000 annually)	150,000	6	June & Dec.	Boston.	'63-'64	103½
2d Mortgage (convertible)	590,000	5	Jan. & July.	London.	1872	98
3d Mortgage (convertible)	672,600	6	Feb. & Aug.	Boston.	1874	102½
1st M. (State) $75,000 a y'r after '64	500,000	5	Ja. Ap. Ju. Oc.	"	'65-'71	
East Tennessee and Georgia:						
State, 1st Mortgage	970,000					
Endorsed by State of Tennessee	150,000					
Mortgage (ordinary)	790,688					
East Tennessee and Virginia:						
State, 1st Lien	1,602,000					
Endorsed by State of Tennessee	200,000					
1st Mortgage (after State)	100,000					
Redeemable in Stock	66,950					
Eaton and Hamilton:						
1st Mortgage	757,734	†			var.	
Erie and North-East:						
Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-'70	
Florida:—						
Internal Improvement (State)	1,655,000	7			1891	
Free Land, 2d Mortgage	1,500,000	8			1891	
Florida and Alabama:						
Internal Improvement (State)		7			1891	
Free Land, 2d Mortgage		8			1891	
Florida, Atlantic and Gulf Centr.						
Internal Improvement (State)	300,000	7			1891	
Free Land, 2d Mortgage	200,000	8			1891	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Galena and Chicago Union:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	114
2d Mortgage (S. F.) Coupon	1,336,000	7	May & Nov.	" "	1875	107
Elgin and State Line	189,000		Jan. & July.	" "	1879	----
Great Western, Ill.:						
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106
" Eastern "	1,350,000	7	Feb. & Aug.	"	1865	102½
Hannibal and St. Joseph:						
Missouri State Loan (1st Lien)	3,000,000	6	Jan. & July.	New York.	'73-'87	85
Land Security	3,344,600	7	April & Oct.	" "	1881	95
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100
Harrisburg and Lancaster:						
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100
Hartford and New Haven:						
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99
Housatonic:						
1st Mortgage	189,000	6	Jan. & July.	Bridgeport.	1877	----
Houston and Texas Central:						
State (1st Lien) Loan	210,000	---	----	----	----	----
Mortgage	125,000	7	----	----	1866	----
Hudson River:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	'69-'70	106
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	120
3d Mortgage	1,840,000	7	May & Nov.	" "	1875	116
Convertible	1,002,000	7	" "	" "	1867	100
Illinois Central:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1868	----
Construction	11,432,500	7	April & Oct.	London.	1875	----
Construction	2,896,500	6	" "	New York.	1875	118
Eight per cent. bonds	287,000	8	March & Sept.	" "	1865	----
Indiana Central:						
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866	----
2d Mortgage	364,000	10	" "	----	----	118
Income	20,500	---	----	----	----	----
Indianapolis and Cincinnati:						
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106
2d Mortgage	400,000	7	" "	" "	1862	100
Real Estate Mortgage	200,000	7	----	----	1858	68
Ind., Pittsbburg and Cleveland:						
1st Mortgage	650,000	7	Jan. & July.	New York.	1870	----
2d Mortgage	347,000	7	" "	" "	----	----
Indianapolis and Madison:						
Mortgage	640,000	7	May & Nov.	New York.	1881	100
Jeffersonville:						
1st Mortage	187,000	7	March & Sept.	New York.	1861	75
2d Mortgage	392,000	7	April & Oct.	" "	1873	70
*Kennebec and Portland:						
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870	----
2d Mortgage	230,000	6†	" "	Augusta.	1861	----
3d Mortgage	250,000	6†	" "	"	1862	----
*Kentucky Centr. (Cov. and Lex.)						
1st Mortgage	160,000	6	----	----	----	----
1st Mortgage	260,000	7	----	----	----	----
2d Mortgage (convertible)	1,000,000	7	----	----	----	----
3d Mortgage	600,000	7	----	----	----	----
Guaranteed by Covington	200,000	6	----	----	----	----
Cincinnati (exchanged)	100,000	6	----	----	----	----
Keokuk, Ft. D. Moines and Minn.:						
City of Keokuk, 20 years	400,000	8†	----	----	----	----
City of Keokuk, (special tax)	150,000	10†	----	----	----	----
Keokuk, Mt. Pleas't and Muscat.:						
Lee County	150,000	8	----	----	----	----
City of Keokuk	200,000	8	----	----	----	----
La Crosse, Viroqua & Mineral Pt.:						
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888	----
Lehigh Valley:						
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	101
La Crosse and Milwaukee:						
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.	----	----
2d Mortgage (Eastern Div.)	1,000,000	†	----	----	----	----
1st Land Grant (Western Div.)	4,000,000	†	Jan. & July.	New York.	----	----
2d Land Grant (Western Div.)	353,600	†	" "	"	----	----
3d Mortgage (whole road)	1,700,000	†	----	----	----	----
Unsecured Bonds	1,785,000	†	----	----	----	----
Lexington and Frankfort:						
Mortgage, due 1864, '69 and '74	106,000	6	----	Lexington.	'64-'74	----
Little Miami:						
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	103
Long Island:						
State Loan (S. F.)	100,000	5	Jan. & July	New York.	1876	----
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	100
Extension Bonds	175,000	7	May & Nov.	" "	1890	110
Long Dock Co.:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110
Mortgages on Land	473,809	7	" "	" "	----	----
Louisville and Frankfort:						
Louisville Loan	100,000	---	Jan. & July.	New York.	1881	----
1st Mortgage	201,000	---	" "	" "	'63-'78	----
Louisville and Nashville:						
State [Tenn.], 1st Lien	560,500	6	Jan. & July.	New York.	'88-'92	----
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883	----
Lebanon Branch 1st Mortgage	41,000	7	----	----	var.	----
Memphis Branch 1st Mortgage	300,000	7	----	----	var.	----
McMinnville and Manchester:						
State [Tenn.]	372,000	6	----	----	----	----
Mortgage	24,000	7	----	----	----	----
Mortgage	10,000	6	----	----	----	----
Marietta and Cincinnati:						
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1891	97
1st Mortgage sterling	1,000,000	7	" "	" "	1891	----
Memphis and Charleston:						
State Tenn.] Loan	1,100,000	6	----	----	1880	----
1st Mortgage	1,600,000	7	----	----	----	----
Memphis, Clarkesv. and Louisv.:						
State [Tenn.] Loan	910,000	6	----	----	----	----
Memphis and Ohio:						
State [Tenn.] Loan	$1,340,000	6	----	----	----	----
Michigan Central:						
1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	98
1st Mortgage St'g (convertible)	500,000	8	March & Sept.	"	1869	84
1st Mortgage (convert.) Dollar	2,250,500	8	" "	N.Y. & Boston	1869	124
1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	----	1882	127
1st Mortgage (S. F.), convertible	4,328,000	8	" "	" "	1882	127
Mich. Southern and N'n Indiana:						
Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1860	100
Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	----
Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Jackson Branch	77,000	7	" "	" "	1865	88
Goshen Air Line	693,000	7	" "	" "	1868	102½
Detroit and Toledo	734,000	7	" "	" "	1876	100
1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	106½
2d General Mortgage	2,194,500	7	" "	" "	1877	96
*Milwaukee and Beloit:						
1st Mortgage	630,000	8	----	----	----	----
*Milwaukee and Horicon:						
1st Mortgage	420,000	8	----	----	----	----
2d Mortgage	600,000	8	----	----	----	----
Milwaukee and Prairie du Chien:						
1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	108
Minnesota and Pacific:						
Real Estate	1,200,000	7	Jan. & July.	----	1892	----
Mississippi Central:						
1st Mortgage	1,007,363	7	----	----	----	----
Mississippi Central and Tenn.:						
State (Tenn.) Loan	529,000	6	----	----	----	----
Mississippi and Missouri:						
1st Mortgage (convertible)	1,000,000	7	----	New York.	----	----
2d Mortgage (S. F.)	400,000	8	----	" "	----	----
Oskaloosa Division	590,000	7	Jan. & July	" "	1875	18½
1st Land Grant	2,740,000	7	----	" "	----	57
2d Land Grant	650,000	---	----	" "	----	----
Income bonds	511,000	---	----	----	----	----
Mississippi and Tennessee:						
Tennessee State Loan	98,000	6	----	----	1885	----
Mississippi State Loan	202,799	6	----	----	----	----
1st Mortgage	171,000	7	----	----	1876	----
Mobile and Ohio:						
City (Mobile) Tax Loan	400,000	6	----	----	----	----
Tennessee State Loan	674,860	6	----	----	----	----
Alabama State Loan	389,410	6	----	----	----	----
Income	1,508,070	8	Jan. & July.	New York.	'61-'67	----
Sterling	878,035	6	----	----	1883	----
Mississippi State Loan	200,970	6	----	----	----	----
Montgomery and West Point:						
Alabama State Loan	122,622	---	----	----	----	----
Mortgage (due 1860, '63 and '65)	350,000	6	----	----	var.	----
Mortgage	450,000	8	----	----	1866	----
Muscogee:						
1st Mortgage	249,000	7	----	----	----	----
Nashville and Chattanooga:						
Mortgage (State endorsed)	1,500,000	---	----	----	----	----
Chat. and Clev. Subsc. (endors.)	231,000	---	----	----	----	----
*New Albany and Salem:						
Crawfordsville	175,000	7	----	----	----	----
1st Mortgage	500,000	10	----	----	----	----
1st Mortgage	2,235,000	6	----	----	----	----
N. Hav., N. Lond. and Ston'gton:						
Mortgage	450,000	7	March & Sept.	New Haven.	1861	----
2d Mortgage	200,000	6	Jan. & July.	"	1868	96
Extension	116,000	6	May & Nov.	"	1878	----
New Haven and Northampton:						
1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	----
1st Mortgage (H & Hamp.)	103,000	6	----			
New Jersey:						
Company's (various)	642,500	---	Semi-ann'ally.	New York.	var.	102½
New London Northern:						
1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
N. Orl'ns, Jackson and Gt. North.:						
State (Miss.) Loan	255,000	5	----	----	'63 '4'8	----
1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	----
N. Orl'ns, Opelous. and Gt. West.:						
Louisiana State Loan	641,000	6	----	----	----	----
New Orleans City Subscription	1,500,000	5	----	----	----	----
1st Mortgage (S. F.)	566,000	8	----	----	1889	----
New York Central:						
Premium (S. F.) Bonds	6,917,598	6	May & Nov.	New York.	1883	106½
D'bts of former Co's outst'ding.	224,920	---	----	----	----	----
Funding (S. F.) Bonds	1,398,000	7	Feb. & Aug.	" "	1876	118
Exchanged St'ks (S. F.) B'ds	663,000	6	May & Nov.	" "	1883	104
" " (") B. & N. F.	78,000	6	" "	" "	1883	----
Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	104
Real Estate Bonds & Mortgages	190,273	7	var.	" "	var.	----
" " " "	45,550	6	"	" "	1883	101
Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	125
Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec	" "	1887	108
New York and Erie:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	105
2d Mortgage	4,000,000	7	March & Sept.	" "	1879	118
3d Mortgage	6,000,000	7	" "	" "	1883	115
4th Mortgage	5,120,000	7	April & Oct.	" "	1880	106
5th Mortgage	1,739,500	7	June & Dec.	" "	1888	107½
Buffalo Branch	200,000	7	Jan. & July.		1891	103
New York and Harlem:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	106
2d Mortgage	1,000,000	7	Feb. & Aug.	"	1864	100
3d Mortgage	980,300	7	Jan. & July.		1867	102
New York and New Haven:						
Plain Bonds, Coupon	912,000	7	June & Dec.	New York.	1866	107½
Mortgage Bonds Coupon	1,088,000	6	April & Oct.	"	1875	----

AMERICAN RAILROAD BOND LIST.

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Description	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
N. York, Providence and Boston:						
1st Mortgage	$232,000	6	Feb. & Aug.	New York.	73-'78	----
North Carolina:						
State Loan	3,000,000	6	----	----	----	----
North-Eastern (S. C.):						
1st Mortgage	700,000	---	----	----	----	----
2d Mortgage	224,500	---	----	----	----	----
Northern Central:						
Balt. and Susq. R. R. (Coupons)	150,000	6	Ja. Ap. Ju. Oc.	Baltimore.	1866	----
Md. State Loan (irredeemable)	1,500,000	6	"	"	----	----
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	----
Y. and C. guar. by Balt. 3d Mort.	500,000	6	" "	"	1877	114
N. C. Contract	7,100	6	Ja. Ap. Ju. Oc.	"	1875	----
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	101
Northern (Ogdensburg):						
1st Mortgage	1,500,000	7	April & Oct.	New York.	1859	99
2d Mortgage	3,077,000	7†	" "	" "	1861	30
North Missouri:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	99½
North Pennsylvania:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	99¾
Chattel Mortgage	360,000	10	" "	"	1887	110
Northern (N. H.):						
Bonds due 1864 and 1874	220,700	6	April & Oct.	Boston.	'64-'74	104
Norwich and Worcester:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877	----
Bonds for Dividend Scrip	100,000	7	" "	New York.	'64-'74	----
Steamboat Bonds	200,000	7	Feb. & Aug	" "	'63-'70	----
Ohio and Mississippi (O. and Ind.):						
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	92
2d Mortgage	258,000	†	April & Oct.	" "	1880	----
Construction	4,242,000	†	March & Sept.	" "	1876	17
Income	8,220,000	†	May & Nov.	" "	1881	----
Orange and Alexandria:						
1st Mortgage	400,000	6	May & Nov.	New York.	1866	----
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	" "	1875	----
2d Extension	600,000	8	May & Nov.	" "	1873	----
Pacific (Mo.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-87	60
State Loan (S. W. Branch)	1,268,000	6	" "	" "	'87-'89	----
Construction	3,235,000	7	" "	" "	----	50
Panama:						
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	----
Pennsylvania:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	112
2d Mortgage	2,621,000	6	April & Oct.	"	1875	107
2d Mortgage Sterling	2,283,840	6	" "	London.	1875	----
State Works Bonds	6,900,000	5	Jan. & July.	Harrisburg.	1894	105
Penobscot and Kennebec:						
Bangor City 1st Mortg. (Coupon)	780,000	6	April & Oct.	Boston.	'74-'75	----
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876	----
3d Mortgage (Coupon)	156,600	6	March & Sept.	"	1871	----
Peoria and Oquawka:						
1st Mortg. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862	----
1st Mortg. (E. Ext.) convertible	500,000	8	June & Dec.	" "	1873	----
Petersb'g and Lynchb'g (S. Side):						
State (Va.) Loan (S. F.)	800,000	7	----	----	----	----
1st Mortgage (1859-'70-'75)	365,000	6	----	----	var.	----
3d Mortgage (1862-'70-'72)	378,000	6	----	----	var.	----
Special Mortgage (1865-'68)	175,000	6	----	----	var.	----
Last Mortgage (1861 to 1869)	133,500	8	----	----	var.	----
Phila., German'n and Norrist'n:						
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1865	105
Convertible Loan	292,500	6	" "	"	1885	119
Philadelphia and Reading:						
Bonds of 1836, (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	----
" 1836, "	182,400	5	" "	"	1880	103
" 1849, "	2,950,600	6	April & Oct.	"	1870	101
" 1861, "	110,000	6	Jan. & July.	"	1871	100
" 1843, "	1,531,800	6	" "	"	1880	105½
" 1844, "	810,000	6	" "	"	1880	104
" 1848, "	101,000	6	" "	"	1880	104
" 1849, "	67,000	6	" "	"	1880	104
" 1857, (convertible)	2,480,500	6	" "	"	1886	135½
" 1856, "	1,442,000	7	" "	"	1886	133
Phila., Wilmington and Baltimore:						
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1884	141½
Improvement	14,500	6	May & Nov.	Boston.	1863	----
Pittsburg and Connellsville:						
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York,	1889	----
Pittsb'g, Ft. Wayne and Chicago:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	114½
" " (series B)	875,000	7	Feb. & Aug.	" "	1912	"
" " (series C)	875,000	7	Mar. & Sept.	" "	1912	"
" " (series D)	875,000	7	April & Oct.	" "	1912	"
" " (series E)	875,000	7	May & Nov.	" "	1912	"
" " (series F)	875,000	7	Jun. & Dec.	" "	1912	"
2d " (series G)	860,000	7	Jan. & July.	" "	1912	104
" " (series H)	860,000	7	Feb. & Aug.	" "	1912	"
" " (series I)	860,000	7	Mar. & Sept.	" "	1912	"
" " (series K)	860,000	7	April & Oct.	" "	1912	"
(series L)	860,000	7	May & Nov.	" "	1912	"
" " (series M)	860,000	7	June & Dec.	" "	1912	"
3d	2,000,000	7	April.	" "	1912	94
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876	----
Chicago Depot Bonds	297,753	6	May & Nov.	Chicago.	1865	----
"	39,420	8	May & Nov.	"	1865	----
Pittsburg and Steubenville:						
Mortgage	800,000	7	Feb. & Aug	New York.	1865	----
Potsdam and Watertown:						
1st Mortgage	1,000,000	7	June & Dec.	New York.	64-'74	----
Quincy and Chicago:						
1st Mortgage	1,200,000	---	----	----	1873	----

Description.	Amount.	Interest.	Interest. When payable.	Interest. Where payable.	Due.	Price.
Racine and Mississippi:						
1st Mortgage (Eastern Division)	$680,000	8	----	New York.	----	----
1st Mortgage (West'rn Division)	757,000	8	----	" "	1875	35
Raleigh and Gaston:						
Coupon	100,000	---	----	----	1862	----
Richmond and Danville:						
State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	----
Guarantied by State	200,000	7	April & Oct.	Richmond.	1875	----
Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1859	----
Richmond, Fred. and Potomac:						
Sterling (£67,000)	324,006	6	----	----	1860	----
Richmond and Petersburg:						
Coupon	159,000	---	----	----	1875	----
Rutland and Burlington:						
1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	69½
2d Mortgage	937,500	7	" "	"	1863	26½
3d Mortgage	440,000	7	" "	" "	1863	8
Sacramento Valley:						
1st Mortgage	400,000	10	Jan. & July.	New York.	1875	----
2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	----
Sandusky, Dayton and Cincinnati:						
1st Mortgage	812,000	7	Feb. & Aug	----	1890	----
2d Mortgage	185 000	7	----	----	1866	----
3d Mortgage	318 500	7	----	----	1875	----
Six per cents	113,228	6	----	----	1878	----
Sand'sky, Mansfield and N'wark:						
1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	30
Saratoga and Whitehall:						
1st Mortgage	250,000	7†	April & Oct.	New York.	1858	----
1st Mortgage (R. and W. Br.)	100,000	7†	March & Sept.	"	1856	----
Seaboard and Roanoke:						
1st Mortgage	300,000	7	----	----	1880	----
3d Mortgage	75,000	7	----	----	1870	----
South Carolina:						
State Loan	187,000	5	----	----	1868	----
Sterling	183,333	6	----	----	1863	----
Sterling	2,000,000	5	----	London.	1866	----
Southern Mississippi:						
1st Mortgage	500,000	---	----	----	----	----
South-Western (Ga.):						
1st Mortgage	631,000	---	----	----	1875	----
*Springfield, Mt. Vern. and Pittsb.:						
1st Mortgage	500,000	---	----	----	----	----
2d Mortgage	450,000	---	----	----	----	----
*Steubenv. and Ind. (P. C. and C.):						
1st Mortgage	1,500,000	7	Jan. & July	Philadelphia.	1870	----
2d Mortgage	900,000	7	" "	"	1865	----
St. Louis and Iron Mountain:						
State (Mo.) Aid	3,501,000	6	----	New York.	----	90
St. Louis City Subscription	500,000	---	----	----	----	----
St. Louis County Subscription	1,000,000	---	----	----	----	----
Sunbury and Erie:						
1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
Mortgage (half to State)	7,000,000	5	Jan. & July.	"	'75-'78	----
Syracuse, Binghamton and N. Y.:						
1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	----
St. Louis, Alton & Terre Haute:						
1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	101
" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
" " " (series D)	1,400,000	7	May & Nov.	"	1894	"
" " Income (series E)	1,700,000	7	" "	"	1894	79
Tennessee and Alabama:						
State (Tenn.) Loan	814,000	---	----	----	----	----
Terre Haute and Richmond:						
1st Mortgage (convertible	94,000	7	March & Sept.	New York.	1866	----
Toledo and Wabash:						
1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	99
1st M. (L. E., Wab. and St. Louis)	2,500,000	7	" "	" "	1865	"
2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	" "	1878	88
2d M. (Wabash and Western)	1,500,000	7	" "	" "	1878	"
Interest Bonds	151,830	7	----	----	----	88
*Vermont Central:						
1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	80
2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	23
Virginia Central:						
Mort., guarantied by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	53
Mortgage (coupons)	198,000	5	" "	Richm'd &	1872	----
Mortgage, (coupons)	926,000	6	" "	New York.	1884	----
Virginia and Tennessee:						
State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	----
1st Mortgage	500,000	6	" "	New York.	1872	80
2d or Enlarged Mortgage	1,000,000	6	" "	" "	1884	20
Salt Works Br. Mort. due '58-'61	203,000	6	" "	Lynchburg.	var.	----
Warren (N. J.):						
1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	----
Warwick Valley, N. Y.:						
1st Mortgage	60,000	7	April & Oct.	New York.	1880	87½
2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Watertown and Rome:						
Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107½
Western (Mass.):						
Sterling (£899,900)	4,319,520	5	April & Oct.	London.	'68-'71	----
Dollar Bonds	850,000	6	" "	Boston.	1875	105½
Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	104½
Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	----
Elmira and Williamsport:						
1st Mortgage	1,000,000	7	Jan. & July,	Philadelphia.	1880	107
Wilmington and Manchester:						
1st Mortgage	596,000	7	May & Nov.	New York.	1866	69½
2d Mortgage	200,000	7	" "	" "	1872	----
Wilmington and Weldon:						
Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	----
Sterling, issued in 1858	144,500	6	----	----	1868	----
Company's endorsed by State.	150,000	6	----	----	1873	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil." Running *dots* (----) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad: Main Line.	Railroad: Lateral and Branch Lines	Railroad: 2nd Track and Sidings.	Road in progress or projected.	Equipment: Engines.	Equipment: Cars: Passenger.	Equipment: Cars: Freight, etc.	Companies.	Abstract of Balance Sheet: Property and Assets: Railroad and Appurtenances.	Property and Assets: Rolling-Stock.	Property and Assets: Invested in foreign works.	Liabilities: Share Capital paid in.	Liabilities: Bonded and Mortgage Debt.	Liabilities: Floating Debt	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings: Gross.	Earnings: Net.	Dividends.	Price of
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								ALABAMA.													
30 Jun. '60	65.0	—	----	50.6	---	---	----	*Alabama and Florida*	1,451,386	*	—	877,953	503,500	105,255	1,515,704	54.0	----	101,102	87,866	—	----
28 Feb '59	30 3	—	----	58.1	2	2	19	*Alabama and Mississippi*	461,505	30,991	—	335,010	109,500	21,63[illegible]	518,965	30.3	----	55,791	31,852	—	----
31 May '60	109.6	—	----	57.8	11	9	102	*Ala. and Tennessee Rivers*	2,261,927	184,906	—	1,067,006	777,777	240,485	2,176,023	109.6	----	207,626	111,232	—	----
30 Jun. '59	57.0	—	----	171.3	---	---	----	*Mobile and Girard*	1,500,000	*	—	----	----	----	----	57.0	236,791	76,773	21,006	—	----
1 May,'61	469.3	13.5	----	49.4	40	28	502	*Mobile and Ohio*	12 000,000	*	----	----	----	----	----	----	----	1,402,858	695,370	—	----
29 Feb. '60	88.5	28.4	----	—	23	14	283	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9	----	505,156	260,269	6	----
								ARKANSAS.													
3 Nov.'58	38.5	—	----	107.5	---	---	----	Memphis and Little Rock	553,877	*	—	351,524	446,000	10,725	811,949	—	—	—	—	—	----
								CALIFORNIA.													
30 Dec. '60	22.5	—	----	—	---	---	----	Sacramento Valley	1,493,850	*	—	793,850	700,000	—	1,493,850	22.5	----	230,251	104,594	----	----
								CONNECTICUT.													
31 July '63	23.8	—	1.9	—	4	7	45	Danbury and Norwalk	347,940	66,483	—	307,060	100,000	—	422,290	23.8	46,938	65,909	36,666	5	----
31 Jan. '64	122.4	—	15.5	75.1	16	29	247	Hartford, Provid. and Fishkill	3,902,356	302,511	—	2,037,940	1,936,740	213,876	4,204,566	122.4	281,451	408,810	154,337	—	----
31 Aug '64	61.6	11.2	66.2	—	22	37	321	Hartford and New Haven	3,260,908	254,000	137,036	2,350,000	927,000	—	4,280,209	72.8	458,245	1,232,307	885,219	17	220
31 Dec. '63	74.0	—	8.9	—	10	17	24 7	Housatonic	2,439,775	*	—	2,000,000	191,000	64,859	2,439,775	124.0	183,357	329,539	92,439	—	----
31 Dec. '63	57.0	—	1.3	—	7	15	177	Naugatuck	1,460,193	*	—	1,031,800	305,050	26,084	1,460,193	62.0	129,574	265,387	13,968	8	----
29 Feb '64	62 0	—	2 6	—	8	17	25	N. Haven, N. London and Ston.	1,454,040	*	—	738,538	750,000	156,429	1,644,967	62.0	172,124	212,558	—	—	117½
30 Nov. '63	8.48	8.8	9 3	—	3	3	—	New Haven and Northampton	2,305,204	28,748	—	1,010,000	650,000	—	2,363,942	—	—	156,663	78,631	3½	----
31 Dec. '63	66.0	—	6.9	—	8	12	84	New London Northern	687,152	*	—	602,105	61,000	—	687,152	66.0	155,916	195,055	61,235	7	90
31 Mar. '64	61.3	1.0	63.8	—	29	75	405	New York and New Haven	4,721,932	764,877	—	3,572,800	2,000,000	—	6,612,367	117.4	570,410	1,424,772	720,462	12	150
30 Nov. '63	59.4	7.0	8.3	—	16	17	363	Norwich and Worcester	2,463,983	149,711	214,100	2,122,600	764,300	21,126	3,074,971	66.4	307,841	432,559	180,839	6½	108
								DELAWARE.													
31 Oct. '60	84.3	—	10.7	—	—	—	—	Delaware	1,552,257	—	—	406,132	870,000	271,877	1,607,684	84.3	136,631	138,970	41,466	—	----
31 Oct. '62	16.2	—	----	—	—	—	—	Newcastle and Frenchtown	704,860	—	18,535	744,520	—	5,024	749,544	5.0	----	27,283	10,290	9	----
								FLORIDA.													
-- -- '62	154.2	—	----	150	---	---	----	*Florida*	----	----	—	----	----	----	----	----	----	----	----	—	----
30 Apr. '60	32.0	—	3.0	13.0	3	1	6	*Florida and Alabama*	532,791	30,586	—	191,485	195,000	75,894	619,112	32.0	----	7,857	3,535	—	----
-- -- '62	59.9	—	5.0	—	---	---	----	*Flo., Atlantic and Gulf Central*	----	----	—	----	----	----	----	----	----	----	----	—	----
-- -- '62	100.0	3.9	10.0	153.5	---	---	----	*Pensacola and Georgia*	----	----	—	----	----	----	----	29.4	----	----	----	—	----
								GEORGIA.													
30 Jun. '60	86.7	—	----	—	16	7	124	Atlanta and West Point	1,192,389	*	—	1,250,000	126,000	—	1,597,385	86.7	----	418,036	265,827	8	125
-- -- '02	92.6	—	8.7	70.9	---	---	----	Atlantic and Gulf—M. Trunk	----	----	—	----	----	----	----	30.0	----	----	----	—	----
31 Dec. '60	53.0	—	----	—	---	---	----	Augusta and Savannah	1,032,200	*	—	733,700	129,500	—	----	53.0	----	168,988	95,612	—	----
30 Apr. '60	43.5	—	----	23.7	---	---	----	Brunswick and Florida	755,000	*	—	151,887	----	----	----	81.0		----	----	—	----
30 Nov. '60	191.0	—	----	—	53	62	697	Central of Georgia (and Bank)	4,366,800	*	—	4,366,800	—	—	6,590,173	229.0	879,468	1,715,025	764,574	10	----
31 Mar. '60	171.0	61.0	----	—	---	---	----	Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	312,500	—	8,123,343	232.0	----	1,159,188	528,048	8	100
30 Nov. '60	102.5	—	----	—	19	16	171	Macon and Western	1,500,000	*	—	1,500,000	—	12,295	1,658,976	102.5	226,241	404,618	212,676	19	72
31 July '59	50.0	—	----	—	7	2	107	Muscogee	774,244	162,534	—	669,950	249,000	—	1,026,868	50.0	----	202,714	110,516	8	----
1 May,'58	68.1	—	----	—	3	4	38	Savannah, Albany and Gulf	1,386,634	52,374	—	1,275,901	10,200	180,621	1,473,140	71.6	----	----	----	—	----
31 July '60	106.1	100.8	16.2	—	18	22	201	South Western	3,770,425	*	—	2,921,900	396,500	19,913	3,822,913	228.8	----	----	388,858	13	----
30 Sep. '59	138.0	—	----	—	52	24	705	Western and Atlantic	5,901.497	*	—	built and	own'd by	State.	—	138.0	----	832,343	454,541	—	----
								ILLINOIS.													
31 Dec. '63	220.0	—	----	—	52	32	846	Chicago and Alton	8,280,639	*	—	4,205,939	4,085,000	—	9,392,415	281.0	1,002,440	1,673,706	701,866	2½	92½
30 Apr. '64	240.0	036.0	47.0	—	98	60	1,775	Chic., Burlington and Quincy	11,749,270	2,178,055	—	6,571,140	6,128,031	—	14,837,839	394.0	1,955,519	3 090,211	1,350,499	8	117½
1 Apr. '63	242.0	—	----	29.0	36	23	705	Chicago and Northwestern	12,325,889	510,983	—	3,731,316	8,335,000	226,641	13,147,136	242.0	----	1,083,054	448,508	—	40½
31 Mar. '64	181.8	—	----	—	61	69	1,195	Chicago and Rock Island	7,429,633	*	—	6,000,000	1,402,748	—	8,380,575	228.4	1,162,880	2,143,875	1,103,414	6	104½
31 Dec. '63	121.0	138.7	50.0	—	74	81	1,459	Galena and Chicago Union	8,040,164	1,366,988	525,451	6,028,400	3,506,000	—	10,952,115	341.7	1,484,065	2,201,481	1,279,408	6	----
31 May,'63	174.5	5.5	14.3	—	21	22	504	Great Western	4 039,561	*	—	1,648,561	2,350,000	----	4,214,342	180.0	----	742,097	377,476	—	65½
31 Dec. '63	454.8	252.5	----	—	116	101	2,978	*Illinois Central*	28,610,229	*	—	19,015,970	17,320,000	—	36,335,970	708.3	3,010,697	4,571,028	2,118,847	6	125
— -- —	148.0	—	----	—	---	---	----	Ohio and Mississippi	4,870,586	*	—	1,780,295	3,292,403	----	----	148.0	----	----	----	—	----
31 Dec. '63	195.0	14	12.2	—	31	30	424	St. Louis, Alton & Terre Haute	10,600 000	----	—	3,900,000	6,700,000	—	10,600,000	209.0	18 mos.	2,202,415	704,650	—	54½
								INDIANA.													
-- — --	108.0	—	----	—	---	---	----	Cincinnati and Chicago	2,080,433	*	----	1,106,679	1,006,125	----	----	108.0	----	----	----	—	----
31 Aug.'57	109.0	—	----	—	---	---	----	Evansville and Crawfordsville	2,233,413	*	2,750	986,061	1,219,100	51,772	2,283,748	109.0	----	249,867	119,342	—	----
31 Dec. '62	72.4	—	----	—	19	17	266	Indiana Central	1,667,039	274,081	26.641	611,050	1,254,500	15,900	2,102,761	109.0	----	442,893	158,541	—	72
1 Dec. '58	89.8	20.2	----	—	23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,362,284	140,689	3,458,108	110.0	----	448,858	230,834	9	100
1 Dec. '63	84.0	—	----	—	---	---	----	Ind., Pittsburg and Cleveland	1,848,508	*	10,000	1,299,571	998,000	11,036	2,491,368	84.0	355,887	598,09[illegible]	350,525	—	----
1 Dec. '62	78.0	—	11.0	—	15	14	201	Jeffersonville	1,549,518	*	278,334	1,015,907	621,000	—	2,175,223	108.0	312,859	527,863	268,156	—	----
31 Mar. '64	86.0	46.0	3.0	—	17	10	263	Indianapolis and Madison	1,464,347	*	—	819,900	640,000	—	1,538,783	132 0	----	815,172	117,941	6	100
-- -- '58	288.0	—	----	—	---	---	----	Louisv., N. Albany & Chicago	6,000,000	*	*	2,800,000	3,000,000	2,000,000	6,000,000	288.0	----	645,827	371,40	—	36½
30 Nov.'63	73.0	—	----	—	21	17	415	Terre Haute and Richmond	1,611,450	*	285,679	1,517,450	94,000	—	2,326,955	73 0	357,302	774,618	307,527	13	15½
								IOWA.													
1 Jun. '58	75.5	—	----	201.5	---	---	----	*Burlington and Missouri*	1,514,257	*	—	762,733	665,000	92,663	1,542,768	50.0	----	----	----	—	----
31 Dec. '59	86.0	—	----	—	---	---	----	Chicago, Iowa and Nebraska	1,350,000	*	—	516,072	860,000	369,084	----	86 0	7 mo's.	85,239	46,771	—	----
31 Dec. '63	100.0	—	----	269.0	10	7	189	Dubuque and Sioux City	3,260,485	63,951	—	2,998,253	300,000	37,020	3,529,922	100 0	134,831	276,197	155,889	—	----
1 Jun. '58	38.5	—	----	101.3	4	1	64	Keok., Ft. Desmoines & Minn.	1,037,876	82,499	—	921,449	570,000	----	----	38.5	11 mo's.	458,821	21,356	—	----
-- -- '62	135.0	95.0	----	312.0	---	---	----	Mississippi and Missouri	4,198,000	*	—	2,700,000	4,600,000	15,000	----	230.0	----	----	----	—	35
								KENTUCKY.													
31 Oct. '59	80.0	—	----	—	---	---	----	Covington and Lexington	3,743,971	276,024	—	1,582,169	2,930,000	337,532	4,375,998	111.8	----	426,408	227,534	—	----
30 Jun. '63	29.0	—	----	— }	13	5	160	} Lexington and Frankfort	597,950	52,300	—	514,573	106,000	—	741,051	29.0	181,383	99,320	53,355	4	80
30 Jun. '63	65.1	---	----	— }				} Louisville and Frankfort	1,398,832	126,735	6,540	1,109,594	301,000	—	1,663,713	65.1		222,909	120,069	3	66
30 Jun. '64	185.0	83.0	18.3	36.5	52	47	529	Louisville and Nashville	9 730,101	*	—	5,605,834	3,930,500	235,670	11,886,430	300 0	841,558	3,261,690	1,803,953	6	----
								LOUISIANA.													
31 Dec. '60	80.0	—	----	178.0	12	12	216	*N. O. Opelousas and Gr. West'n*	3,954,420	505,260	—	3,242,318	586,000	339,297	5,855,320	80.0	180,204	481,922	223,649	—	----
31 Mar. '61	206.0	—	----	205.0	45	37	518	*N. O. Jackson and Gr. Northern*	5,570,452	1,040,752	—	----	2,665,000	1,150,717	----	206.0	----	1,232,624	555 434	—	----
31 Aug '60	53.[illegible]	—	----	135.3	--	--	---	*Vicksburgh, Shreveport & Texas.*	1,662,691	*	—	1.253,015	248,969	108.484	1,710,819	53.[illegible]	----	----	----	--	----
								MICHIGAN.													
30 Sep. '62	57.0	—	----	—	--	--	—	Chic. Detroit & Can. G. T. Junc.	built and	equipped	ed by G	r. Tr'k R.	R. Co. of	Canada	—	—	—	—	—	—	----
30 Jun. '62	188.0	—	----	—	---	---	----	*Detroit and Milwaukee*	8,270,623	647,596	—	2,950,000	4,250,000	----	9,008,369	188.0	----	340,898	----	—	----
31 May '64	284.8	—	28.4	—	97	97	1,289	Michigan Central	13,805,576	*	168,225	6,3[illegible]5,906	7,740,989	—	15,066,822	329.3	1,558,277	3,417,185	1,697,060	12	116
31 Mar. '64	246.0	281.0	----	—	96	110	1,135	Mich. S'th'n & N'th'n Indiana	13,619,184	1,644,259	1,663,568	10,120,400	8,287,255	—	18,407,655	527.0	2,171,477	3,384,294	1,630,777	—	71
								MINNESOTA.													
31 Dec. '62	14.5	—	—	608.5	2	2	10	*Minnesota and Pacific*	1,400,000	—	—	----	1,550,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	190.0	--	—	—	*Southern Minnesota*	----	—	—	----	575,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	114.0	—	—	—	*Minneapolis and Cedar Valley*	----	—	—	----	600,000	----	----	----	----	----	----	—	—
31 Dec. '62	—	—	—	268.0	—	—	—	*Minnesota Transit*	----	—	—	----	500,000	----	----	----	----	----	----	—	—
								MISSISSIPPI.													
30 Apr. '60	236.0	—	----	—	25	22	336	*Mississippi Central*	4,066,022	756,292	—	2,000,961	2,584,732	895,992	6,881,899	236.0	----	684,342	328,092	—	----
31 Oct. '59	71.4	—	----	27.8	7	4	41	*Mississippi and Tennessee*	1,254,894	159,018	—	796,285	456,949	275,080	1,974,444	89.7	----	176,462	116,453	—	----
31 Dec. '58	83.2	—	----	60.4	---	---	----	*Southern Mississippi*	2,750,000	*	—	1,000,000	1,400,000	----	----	83.2	----	260,047	121,689	—	----
								MISSOURI.													
31 Aug. '63	[illegible]	—	18.2	—	31	24	52[illegible]	*Hannibal and St. Joseph*	12,988,740	*	—	7,158,856	7,177,500	—	----	206.8	579,036	1,047,407	480,035	—	86
31 Dec. '62	262.8	—	17.7	68.0	21	26	807	*North Missouri*	[illegible]	504,063	—	2,459,207	4,250,000	----	----	168.3	----	[illegible]	182,[illegible]	—	----
31 Dec. '62	152 0	—	8.6	----	---	---	----	*Platte County*	1,200,000	*	—	600,000	700,000	----	----	52.0	----	----	----	—	—
28 Feb. '63	196.0	—	14.4	67.3	84	60	420	*Pacific*	11,162,670	662,617	—	3,485,813	7,000,000	187,019	20,455,420	196.7	507,640	[illegible]	[illegible]	—	----
28 Feb. '63	77.0	—	3.9	206.0	—	—	—	*South-Western Branch*	[illegible]	116,[illegible]	—	71,518	4,500,000	----	----	114.0	68,271	241,[illegible]	[illegible]	—	----
30 Sep. '62	86.5	2.6	6.2	—	16	18	219	*St. Louis and Iron Mountain*	[illegible]	244,[illegible]	—	1,071,137	3,501,000	57,861	5,986,577	80.1	232,461	[illegible]	66,[illegible]	—	----

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies "nil" Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending	Railroad. Main Line.	Railroad. Lateral and Branch Lines.	Railroad. and Track and Sidings.	Road in progress & projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Liabilities. Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$	$	$	$	$	$	M.	M.	$	$	p. c.	
								MAINE.													
30 Nov. '62	55.0	—	.....	—	6	4	74	Androscoggin	1,050,000	*	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,461	—	—
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,205	867,734	—	2,494,900	3,068,491	—	7,983,475	149.0	oper. by	Gd. Tk.	.....	—	45
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,264	*	—	1,287,779	—	271,143	2,990,998	109.5	139,953	172,113	91,487	—	—
31 May, '63	99.7	9.5	.....	—	13	20	231	Maine Central	4,211,878	*	21,925	1,050,860	3,068,491	139,952	4,259,303	109.2	186,240	323,032	174,028	—	—
31 May, '64	51.3	—	.....	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	*	100,000	1,500,000	—	—	1,649,414	51.3	154,991	350,853	188,121	6	108
31 May, '59	37.0	—	.....	—	—	—	.....	Somerset and Kennebec	783,763	*	—	169,200	556,600	—	.....	37.0	.....	55,403	28,404	—	—
								MARYLAND.													
30 Sep. '60	379.6	7.2	.....	—	235	124	3,272	Baltimore and Ohio	21,314,042	3,604,731	3,579,907	13,118,902	10,781,833	566,070	31,241,011	286.8	.....	3,922,203	2,305,788	6	113
30 Sep. '60	30.0	—	.....	—	7	33	167	Washington Branch	1,650,000	*	—	1,650,000	—	—	1,824,806	39.0	187,427	462,880	290,840	9	127
31 Dec. '63	133.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,568	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,096	2,307,448	620,581	—	55
								MASSACHUSETTS.													
[illegible] Nov. '63	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,248	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	106
[illegible] Nov. '63	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,882	1,018,326	482,656	8	128
30 Nov. '63	47.0	7.0	32.5	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	853,727	397,729	8	145½
30 Nov. '63	44.6	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,416	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,654	488,357	9	138
30 Nov. '63	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,865	—	681,666	121,000	—	1,087,722	47.1	77,036	130,058	69,191	6¾	69
30 Nov. '63	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,943,286	52.4	169,351	344,194	168,008	6	110½
30 Nov. '63	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,268	315,165	254,102	3,000,000	1,837,600	56,500	4,894,100	89.0	477,753	812,556	390,594	6	108½
30 Nov. '63	50.9	42.5	74.8	—	25	37	457	Fitchburg	3,189,851	250,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,043	8	123
30 Nov. '63	12.4	—	2.3	—	2	4	26	Lowell and Lawrence	332,885	30,275	—	200,000	75,000	3,961	367,496	—	.....	21,780	21,275	6	.....
30 Nov. '63	14.5	—	17.2	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	127½
30 Nov. '63	20.1	1.5	1.2	—	5	16	69	New Bedford and Taunton	480,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,995	164,207	54,797	6	102½
30 Nov. '63	33.0	—	0.7	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	662,900	206,502	1,245,565	33.0	67,883	53,233	—	—	10½
30 Nov. '63	79.5	7.8	26.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,503	—	3,015,100	416,000	339,915	3,771,015	102.1	435,407	722,068	411,544	7	124½
30 Nov. '63	43.4	1.0	14.9	—	13	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,676,000	44.4	226,461	384,912	169,145	8	140½
30 Nov. '63	16.9	—	1.7	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,592	—	—	17,520	17,252	1½	110
30 Nov. '63	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,727	—	250,000	—	—	298,962	11.7	51,675	165,405	33,698	8	116
30 Nov. '63	6.1	—	.....	36.5	—	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,308	—	1,903,250	—	—	—	—	—	40½
30 Nov. '63	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,136	—	42
30 Nov. '63	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,095,712	—	5,150,000	6,267,520	—	4,746,504	218.0	1,275,929	2,439,838	1,232,831	10	155
30 Nov. '63	45.7	—	9.8	—	10	12	145	Worcester & Nashua (par 83⅓)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,373,159	45.7	188,647	251,024	132,153	6	98
								NEW HAMPSHIRE.													
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	—	1,800,000	1,050,000	—	2,992,686	93.5	.....	247,279	124,406	—	62½
30 Nov. '63	53.6	—	8.0	—	18	16	246	Cheshire	2,475,846	322,256	—	2,085,925	685,400	—	2,969,852	53.6	338,025	382,183	130,645	2	.....
31 Mar. '63	34.5	—	.....	—	21	22	494	Concord (par $50)	1,500,000	*	—	1,500,000	—	—	1,564,506	61.3	.....	470,078	125,286	7	65½
31 Mar. '63	29.3	—	2.8	—	2	—	—	Manchester and Lawrence	1,065,345	—	—	1,000,000	12,300	20,904	operated	by	Concord	R. R.	83,524	7	113
31 Mar. '63	29.3	—	2.8	—	2	4	80	Merrimac and Conn. Rivers	698,258	*	—	595,588	568,000	—	.....	52.7	.....	37,791	11,913	—	.....
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	*	—	3,068,400	220,700	59,114	3,248,214	82.0	.....	366,846	153,718	4	93
30 Apr. '63	24.7	—	2.2	—	5	2	60	Sullivan	1,480,730	*	—	500,000	750,000	277,210	.....	24.7	.....	81,121	13,183	—	—
								NEW JERSEY.													
31 Dec. '62	64.2	—	8.1	—	.....	.....	.....	Belvidere Delaware	3,170,126	*	—	997,862	2,089,500	173,982	3,261,344	76.0	.....	259,921	113,533	—	.....
31 Dec. '62	63.9	32.2	.....	8.0	.....	.....	.....	Camden and Amboy	6,070,233	*	3,971,080	5,009,200	8,620,181	—	.....	124.2	.....	3,040,148	1,728,548	10	151
31 Dec. '62	60.2	—	.....	—	.....	.....	.....	Camden and Atlantic	1,837,386	*	—	1,000,553	1,037,376	117,095	2,155,024	60.2	.....	144,886	65,128	—	15
31 Dec. '63	64.0	—	43.0	100	51	29	574	Central of New Jersey	5,901,676	773,000	609,636	4,620,160	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175
31 Dec. '63	53.0	—	—	45.5	11	15	91	Morris and Essex	1,674,061	*	57,000	1,157,800	340,000	87,080	1,849,625	53.0	—	293,857	103,645	7	116
31 Dec. '63	33.8	—	.....	—	.....	.....	.....	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	33.8	—	1,286,600	694,914	10	165
31 Dec. '62	21.3	—	.....	—	2	6	17	Northern New Jersey	422,297	*	—	156,850	204,200	77,798	438,798	21.2	—	90,618	29,592	—	170
31 Dec. '62	.....	.....	.....	.....	.....	.....	.....	Raritan and Delaware Bay	2,450,417	*	—	1,203,553	1,250,000	143,608	2,597,161	—	[2 mos.	10,588	24,242	—	65
31 Dec. '62	24.0	—	.....	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	.....	239,889	154,908	6½	110
31 Dec. '62	38.5	—	.....	47.	—	—	—	West Jersey	821,984	*	—	581,893	212,500	31,743	821,984	—	82,936	90,122	43,623	—	—
								NEW YORK.													
30 Sep. '63	35.0	—	1.0	105.0	3	6	36	Albany & Susquehanna	1,192,179	64,858	—	978,670	120,000	34,888	1,257,037	—	.....	.....	.....	—	.....
31 Dec. '63	48.9	—	3.1	—	8	8	140	Atlantic and Great Western	2,587,725	*	—	908,996	1,587,665	—	2,587,725	48.9	.....	329,223	176,095	—	.....
30 Sep. '63	142.0	—	13.0	—	28	41	—	Buffalo, New York and Erie	3,369,088	—	—	850,000	2,395,000	1,070	3,369,088	160.3	618,390	1,134,256	317,213	5	108¾
30 Sep. '63	68.8	—	14.5	—	32	37	600	Buffalo and State Line	2,269,938	516,576	149,000	2,051,750	1,149,000	—	3,600,000	88.0	595,428	1,691,944	635,584	10	.....
31 Dec. '63	460.0	97.0	320.0	—	243	109	3,897	Erie	39,404,648	*	264,929	20,105,200	19,961,000	—	42,841,569	807.0	5,858 687	10,469,481	3,511,414	7½	89
30 Sep. '63	144.0	—	128.3	—	71	145	675	Hudson River	12,711,298	1,474,527	—	4,422,023	9,165,500	4,167	14,186,824	148.0	1,084,836	3,581,713	1,844,287	7	115
30 Sep. '63	94.0	2.5	12.1	—	13	26	100	Long Island	2,305,563	622,911	—	1,852,716	782,462	—	2,928,474	100.5	242,062	360,431	52,250	6	47
30 Sep. '64	297.8	258.1	408.3	—	241	256	5,024	New York Central	27,233,174	5,646,077	712,945	24,386,000	13,211,341	—	42,275,999	654.9	5,990,208	12,997,890	3,506,745	9	114
30 Sep. '63	130.7	2.1	31.1	—	32	90	481	New York and Harlem	9,389,919	811,987	922,663	5,722,850	5,877,518	14,260	11,614,628	163.8	1,443,679	1,412,426	471,509	—	.....
30 Sep. '62	118.0	3.8	17.8	—	25	23	441	Northern (Ogdensburg)	3,849,803	738,706	—	3,077,000	1,494,900	—	4,588,509	121.8	411,399	573,512	153,969	—	1½
30 Sep. '63	35.9	—	2.2	—	6	13	51	Oswego and Syracuse	704,384	119,096	—	396,340	204,000	22,667	823,480	38.1	70,885	162,757	83,060	8	.....
30 Sep. '63	25.2	—	2.5	—	10	33	126	Rensselaer and Saratoga	770,844	168,000	—	610,000	239,750	—	938,884	58.2	151,198	335,625	117,450	7½	.....
30 Sep. '63	189.6	48.5	18.2	—	25	27	348	Rome, Watert'n & Ogdensb'g.	3,091,576	368,304	—	1,519,800	1,784,400	60,571	3,459,880	238.1	365,668	585,201	279,210	6½	106
30 Sep. '63	40.9	6.7	3.9	—	8	15	80	Saratoga and Whitehall	824,622	77,585	—	500,000	376,000	—	902,207	51.3	110,055	187,551	51,335	—	.....
30 Sep. '63	13.0	—	0.3	—	2	6	6	Staten Island	281,120	34,273	—	72,386	200,000	66,800	339,186	13.0	43,124	47,303	24,242	—	.....
30 Sep. '63	81.0	—	8.0	—	12	15	124	Syracuse, Binghamton & N.Y.	2,903,084	*	—	1,200,130	1,621,037	97,371	2,918,538	81.0	213,931	323,794	184,908	—	.....
30 Sep. '63	34.9	—	3.5	—	11	15	155	Troy and Boston	1,608,558	220,996	—	606,911	1,240,000	180,000	2,026,911	112.0	307,710	415,321	126,125	—	.....
								NORTH CAROLINA.													
31 May, '60	94.9	—	6.4	—	.....	.....	.....	Atlantic and North Carolina	2,157,503	*	—	1,545,225	400,000	276,372	2,419,401	94.9	.....	103,953	35,572	—	.....
— — '58	223.0	—	.....	—	.....	.....	.....	North Carolina	4,235,000	*	—	4,000,000	—	—	.....	223.0	.....	.....	.....	—	.....
— — '59	97.0	—	.....	—	.....	.....	.....	Raleigh and Gaston	1,240,241	*	—	973,300	126,200	—	.....	97.0	.....	206,917	108,541	—	.....
30 Sep. '60	161.5	15.0	.....	—	23	18	182	Wilmington and Manchester	2,632,737	*	232,900	1,130,470	1,045,000	51,300	2,934,509	171.9	.....	469,458	219,688	—	.....
30 Sep. '59	161.9	—	.....	—	24	32	144	Wilmington and Weldon	2,869,223	*	107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8	.....
15 Mar. '60	81.0	3.0	.....	192.5	—	—	—	Western North Carolina	2,000,000	*	4,700	290,212	—	70,860	364,072	—	.....	.....	.....	—	.....
								OHIO.													
31 Dec. '63	60.0	50.0	.....	186.0	21	6	414	Atlantic and Great Western	2,042,067	*	—	977,983	717,000	—	2,042,067	40.0	.....	154,600	78,927	—	.....
31 Dec. '63	118.2	—	.....	—	17	12	208	Bellefontaine and Indiana	3,030,584	*	10,000	2,048,991	1,058,000	—	3,700,221	118.2	495,519	751,222	347,677	—	.....
31 Aug. '63	137.0	—	.....	—	41	39	508	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,673,000	1,126,458	6,810,432	141.0	653,028	857,701	350,271	—	14
31 Mar. '64	60.3	—	.....	—	22	28	432	Cinc., Hamilton and Dayton	2,952,156	499,086	113,147	2,500,000	1,634,000	—	4,996,265	202.0	.....	1,083,328	495,691	10	123
31 May, '59	131.8	—	.....	31.0	16	10	332	Cinc., Wilmington and Zanesv.	6,250,841	*	—	2,441,176	3,032,000	228,973	.....	131.8	304,168	190,745	19,180	—	.....
31 Dec. '63	135.4	55.8	.....	—	47	37	787	Cleveland, Columbus and Cinc.	4,394,772	825,285	1,035,530	6,000,000	510,000	—	7,232,513	191.2	1,012,130	2 151,943	1,216,257	31	180
31 Dec. '62	67.0	—	.....	18.0	13	6	310	Cleveland and Mahoning	2,553,162	298,789	23,340	1,036,065	1,752,400	128,857	2,917,322	67.0	248,387	375,209	228,651	—	45
31 Oct. '63	95.5	1.2	31.5	—	31	37	801	Clev., Painesville & Ashtabula	3,566,896	738,202	500,000	3,600,000	1,508,000	—	5,103,000	96.7	562,396	2,066,623	1,268,785	23	.....
30 Nov. '62	101	102.5	.....	—	45	30	896	Cleveland and Pittsburg	7,836,094	*	—	3,832,712	4,324,605	94,329	8,251,646	203.5	.....	1,436,317	552,800	—	93
31 May '64	109.2	79.4	.....	—	37	54	639	Cleveland and Toledo	6,717,946	693,257	55,025	4,654,800	7,288,790	—	8,107,006	188.6	786,262	1,691,266	823,714	8	112
31 Dec. '58	61.4	—	.....	53.0	5	6	99	Clev., Zanesville and Cincin.	1,574,693	*	—	369,673	575,250	632,486	.....	61.5	75,120	68,128	19,768	—	.....
31 Dec. '58	72.0	—	.....	31.0	6	9	103	Columbus and Indianapolis	2,555,000	*	—	750,000	1,600,000	205,000	.....	72.0	144,000	84,000	17,760	—	99
30 Nov. '63	54.5	—	11.9	—	13	48	206	Columbus and Xenia	1,423,236	262,965	618,150	1,490,800	208,000	—	2,137,857	ope	r. w. Lit.	Miami.	295,681	10	.....
31 Mar. '64	142.0	—	7.9	—	16	8	373	Dayton and Michigan	5,506,673	460,583	.....	2,452,217	2,905,000	—	.....	142.0	—	793,239	311,256	—	15
30 Nov. '63	83.5	—	39.6	—	26	38	413	Little Miami	4,107,189	492,979	437,113	2,981,267	1,400,000	—	5,096,520	138.0	1,002,647	1,948,778	791,362	10	140
30 Jun. '63	173.8	30.6	13.1	—	37	24	488	Marietta & Cincinnati, re-org.	10,722,322	*	—	10,379,554	373,487	53,095	11,164,820	226.6	445,157	620,025	299,630	—	.....
30 Apr. '62	192.3	—	.....	—	48	34	628	Ohio and Mississippi	16,863,614	745,475	*	6,246,950	9,870,000	4,343,042	20,549,420	192.3	.....	829,932	119,032	—	.....
31 Aug. '58	117.0	8.0	.....	—	17	16	233	Pittsburg, Columbus and Cin.	4,772,951	*	—	1,906,736	2,400,000	466,216	.....	125.0	.....	.....	.....	—	.....
30 Jun. '64	153.9	52.0	.....	—	33	23	446	Sandusky, Dayton and Cinc.	3,983,573	595,400	102,865	3,260 887	1,498,728	11,190	5,139,662	205.9	338,894	600,162	133,747	—	32
31 Dec. '63	116.0	9.0	.....	—	10	11	203	Sandusky, Mansfield & New'k	2,335,156	*	—	862,571	1,299,100	127,118	2,694,694	125.0	220,717	272,202	92,283	—	.....
1 Dec. '63	242.4	—	.....	—	42	18	928	Toledo & Wabash	9,996,636	*	25,000	3,314,775	6,651,830	38,272	10,152,632	250.0	1,279,960	1,439,798	540,921	—	50

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An *asterick* (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A *dash* (—) signifies nil Running *dots* (.....) signify "not ascertained." Land-Grant Railroads are in "*italics*."

Years ending.	Railroad. Main Line.	Railroad. Lateral and Branch Lines	Railroad. 2nd Track and Sidings.	Road in progress or projected.	Equipment. Engines.	Equipment. Cars. Passenger.	Equipment. Cars. Freight, etc.	Companies.	Abstract of Balance Sheet. Property and Assets. Railroad and Appurtenances.	Property and Assets. Rolling-Stock.	Property and Assets. Invested in foreign works.	Liabilities. Share Capital paid in.	Liabilities. Bonded and Mortgage Debt.	Liabilities. Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings. Gross.	Earnings. Net.	Dividends.	Price of shares.
	M.	M.	M.	M.	No	No	No.		$	$		$	$	$	$	M.	M.	$	$	p. c.	
								PENNSYLVANIA.													
31 Dec. '63	93.0	25.0	11.0	19.0	28	6	406	Atlantic and Great Western	5,634,039	*	—	1,763,506	3,856,000	—	5,634,039	100.0	—	360,215	171,286	—	—
31 Dec. '63	24.5	—	24.9	—	19	3	1,303	Beaver Meadow	1,064,230	400,560	—	1,983,900	1,000	—	1,984,900	24.5	247,080	583,219	342,661	22½	75
30 Sep. '63	65.0	—	6.0	—	—	11	359	Catawissa	3,634,000	*	—	3,500,000	284,000	3,868,380	3,852,380	146.0	328,613	308,567	11,465	—	16½
31 Oct. '63	52.0	—	4.5	4.0	12	8	66	Cumberland Valley	1,181,037	*	—	956,900	270,000	16,481	1,243,381	152.0	165,712	276,338	118,193	8	19½
31 Oct. '63	110.7	2.8	47.2	—	74	20	4,839	Del., Lackawanna and West'n	7,018,294	2,160,583	—	5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,469,494	1,757,083	828,143	9	230
31 Oct. '63	35.8	1.1	3.2	—	7	4	65	East Pennsylvania	1,161,430	104,941	—	604,190	598,400	—	1,212,590	36.9	151,820	238,248	150,163	—	—
31 Dec. '63	78.0	—	8.5	—	16	7	647	Elmira and Williamsport	2,083,607	*	—	1,000,000	1,000,000	Leas'd to	Northn	Cen.	196,907	334,790	110,368	—	32
31 Oct. '63	18.6	—	4.6	—	—	—	—	Erie and Northeast	700,000	*	—	600,000	400,000	—	1,000,000	18.6	144,871	423,358	169,268	10	—
31 Oct. '63	36.9	18.6	17.0	—	—	—	—	Harrisburg and Lancaster	1,882,560	*	—	1,182,550	700,000	—	1,882,550	55.5	oper. by	Penn.	R.R.Co.	7	69
31 Oct. '63	32.0	—	1.3	44.3	3	3	10	Hempfield	1,616,560	41,340	—	1,809,565	500,000	100,000	2,409,565	32.3	27,600	37,047	4,163	—	—
31 Oct. '63	31.3	14.5	10.5	—	14	2	100	Huntingdon and Broad Top	1,927,246	*	—	622,345	1,325,992	223,090	2,174,427	54.0	143,578	259,629	101,570	—	30
31 Dec. '63	80.0	—	17.0	—	16	7	1,068	Lackawanna and Bloomsburg	2,802,846	*	—	710,000	1,929,065	68,833	2,707,898	80.0	335,700	478,113	243,838	—	—
31 Oct. '63	46.0	34.0	32.0	—	49	12	1,209	Lehigh Valley	3,622,008	869,222	—	2,297,250	1,465,000	58,127	3,820,377	88.0	386,844	1,320,058	774,074	10	81
31 Oct. '63	28.3	5.5	8.0	—	10	—	61	Little Schuylkill	1,371,868	*	—	2,646,100	960,000	62,227	3,668,327	(Phila. & Reading		R. R.)		7	44½
31 Oct. '63	24.5	106.0	63.3	—	31	—	51	Mine Hill and Schuylk. Haven	3,311 613	*	—	4,132,935	—	—	4,132,935	130.0	319,162	363,367	89,991	8	60
30 Nov. '63	55.6	13.2	10.5	—	17	27	613	North Pennsylvania	5,485,709	404,764	—	3,147,750	3,104,287	—	6,252,037	68.8	274 990	511,896	273,391	—	29½
31 Dec. '63	300.8	56.1	319.0	—	290	173	4,926	Pennsylvania	27,048,814	3,543,484	2,883,457	13,430,250	16,949,124	—	38,245,668	356.9	5,311,202	1,891,413	5,111,412	—	65½
31 Oct. '63	17.0	7.0	42.0	17.0	16	41	101	Phila., Germant'n & Norrist'n	1,131,079	235,439	—	1,267,200	405,000	—	1,672,200	24.0	244,425	332,499	179,565	9	58
31 Oct. '63	230.0	—	21.5	58.0	30	5	530	Phila. and (Sunbury) Erie	—	—	—	5,010 944	8,528,000	80,151	13,619,095	230.0	428,759	699,300	193,486	7½	28½
30 Nov. '63	147.4	51·1	211.3	—	166	67	8,430	Philadelphia and Reading	21,124,422	3,765,774	579,348	13,211,228	10,667,328	—	26,613,828	403 0	2,721,689	6,252,902	3,706,900	7	57½
31 Oct. '63	28.2	—	1.9	—	—	—	—	Philadelphia and Trenton	6 3,822	—	—	999,200	250,000	—	1,249,200	28.2	137,074	644,050	353,648	10	145½
31 Oct. '63	95.9	—	51.4	—	36	98	828	Phila., Wilmington and Balt.	8,374,500	*	351,129	7,460,000	1,017,500	—	8,477,500	200 5	647,020	2,540,248	1,602,119	10	68½
31 Dec. '63	59.5	—	6.4	89.5	11	10	61	Pittsburg and Connellsville	2,064,387	124,432	—	1,767,373	1,500,000	82,530	3,565,639	72.0	209,746	215,587	105,356	9	12
31 Dec. '63	468.3	—	78.8	—	146	109	1,550	Pittsb'g, Ft. Wayne & Chicago	18,191,294	*	—	6,164,532	12,935,173	—	19,932,741	468.3	3,472,914	5,132,934	2,106,623	—	101½
31 Dec. '63	28.0	—	6.2	—	5	1	484	Shamokin Valley & Pottsville	1,178,773	112,824	—	500,000	791,597	Leas'd to	Northn	Cen.	40,476	144,728	87,112	10	40
31 Oct. '63	29.6	—	3.1	—	5	4	195	Tioga	730,967	106,553	—	367,300	396,500	65,206	832,009	29.6	75,358	128,693	79,976	7	43
								RHODE ISLAND.													
31 Aug. '63	50.0	—	2.0	—	12	17	103	N. Y., Providence and Boston	2,158,000	*	—	1,508,000	256,800	—	—	62.0	297,700	421,757	199,155	8½	120
30 Nov. '63	13.6	—	0.5	—	4	3	7	Providence, Warren & Bristol	424,943	13,299	—	437,917	8,500	—	—	13.6	24,916	31,702	9,718	—	—
								SOUTH CAROLINA.													
31 Dec. '58	54.9	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9	—	—	—	—	—
31 Dec. '58	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,719,045	—	—	1,201,000	384,000	—	—	109.6	—	283,263	151,536	6	—
1 Jan. '59	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	245,546	—	164.5	—	341,190	125,871	—	—
28 Feb. '59	102.0	—	—	—	—	—	—	North-Eastern	2,011,652	*	—	985,743	960,410	108,172	2,057,325	102.0	—	220,014	96,145	—	—
31 Dec. '60	136.0	106.0	—	—	62	59	790	South Carolina	—	—	—	—	2,643,833	—	—	—	—	1,499,636	701,943	7	—
								TENNESSEE.													
30 Sep. '60	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	505,214	514,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—
1859	30.0	—	1.8	—	12	10	171	East Tennessee and Georgia	3,637,367	*	—	1,289,673	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—
1859	140.0	—	8.0	—	10	10	128	East Tennessee and Virginia	2,310,033	156,264	—	536,654	1,902,000	390,407	—	130.3	150,142	297,806	149,167	—	—
1860	271.6	19.4	20.0	—	43	37	667	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	260,112	7,627,797	291.0	—	1,635,096	873,597	—	—
1859	271.6	16.0	20.0	3.9	9	5	242	Memphis and Ohio	2,259,267	141,144	—	570,000	1,361,000	145,000	—	—	—	—	—	—	—
1859	100.0	—	30.6	55.8	—	—	—	Memphis, Clarkesv. & Louisv.	2,000,000	100,500	—	298,721	74[illegible]	—	—	—	—	—	—	—	—
1859	59.0	—	—	40.1	7	5	119	Mississippi and Tennessee	1,137,400	*	—	798,285	55[illegible]	319,518	—	59.4	69,870	177,256	60,029	—	—
1859	47.4	—	2.3	—	4	5	46	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	47.4	54,175	83,129	44,666	—	—
1859	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	533,807	56,816	—	144,894	406,000	5,000	—	34.2	30,065	23,808	13,892	—	—
30 Nov. '60	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	*	—	2,056,544	1,731,000	—	—	159.0	—	734,118	337,384	6	—
1859	—	—	—	—	—	—	—	Nashville and Northwestern	—	—	—	—	—	—	—	—	—	—	—	—	—
1860	45.8	—	4.2	11.7	5	5	32	Tennessee and Alabama	76,016	76,016	—	595,922	860,000	204,544	—	45.8	57,950	127,953	87,243	—	—
1859	30.0	—	0.6	8.0	—	—	—	Winchester and Alabama	—	—	—	216,962	413,000	408,477	—	30.0	—	1,248	—	—	—
								TEXAS, (*all aided by State*).													
— — '58	32 0	—	—	158.0	—	—	—	Buffalo Bayou, Braz. & Col'r'do	—	—	—	—	—	—	—	32.0	—	—	—	—	—
— — '58	56 0	—	—	184.0	—	—	—	Galvest., Houst. & Henderson	—	—	—	—	—	—	—	56.0	—	—	—	—	—
— — '60	50.0	—	1.5	75.0	2	1	40	Houston and Brazoria	1,250,000	—	—	275-000	240,000	171,560	—	50.0	31,300	32,670	—	—	—
1 May '60	70.0	—	6.0	280.0	7	5	124	Houston and Texas Central	4,232,345	*	—	455,000	975,000	369,000	—	70.0	102,200	282,846	196,568	—	—
— — '59	25.0	—	—	110.0	—	—	—	San Antonio & Mexican Gulf	—	—	—	—	—	—	—	25.0	—	—	—	—	—
								VERMONT.													
31 May '64	110.3	—	6.6	—	9	13	202	Connect. & Passumpsic Rivers	2,842,741	*	—	1,650,000	800,000	—	3,036,338	90.7	139,877	308,850	167,430	—	70
31 Aug. '63	119.6	—	16.0	—	26	25	558	Rutland and Burlington	3,991,705	556,275	—	2,232,376	3,257,471	895,219	6,386,166	119.6	449,351	423,027	112,163	—	—
31 Aug. '63	62.5	2.0	4.9	—	10	9	240	Rutland and Washington	950,000	256,683	—	1,097,000	—	—	1,206,683	62.5	136,761	185,474	67,785	—	—
31 May, '63	117.0	2.0	21.0	—	42	46	841	Vermont Central	8,402,055	*	—	5,000,000	3,500,000	1,500,000	10,000,000	174.5	836,269	941,045	262,887	—	1½
31 May, '63	47.0	8.5	4.1	9.7	—	—	—	Vermont and Canada	1,687,500	—	—	1,687,500	—	—	1,687,500	ope	r. by Vt.	Central	—	8	107
30 Jun. '63	23.7	—	0.9	—	4	6	39	Vermont Valley	1,212,274	89,612	—	516,164	793,200	—	1,301,886	23.7	48,995	64,267	26,451	—	—
30 Jun. '63	59.0	5.5	3.6	—	—	—	—	Western Vermont	1,083,500	*	—	332,000	700,000	—	—	ope	r.b.Troy	& Bost.	53,852	—	—
								VIRGINIA.													
1 Aug. '59	41.3	—	—	122.1	—	—	—	Alex., Loudoun & Hampshire	1,492,194	42,000	—	1,403,018	36,188	88,131	1,534,194	—	—	—	—	—	—
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680	—	2,969,861	775,500	118,789	—	113.7	703,034	136,302	43,062	—	—
30 Sep. '59	79.2	—	4.8	—	5	2	75	Norfolk and Petersburg	2,006,873	122,156	—	1,500,124	590,610	155,161	9 months	79.2	47,702	54,121	16,332	—	—
30 Sep. '59	103.5	—	—	—	8	—	—	Northwestern Virginia	5,322,150	*	—	468,605	5,719,229	—	—	103.5	345,427	248,004	loss	—	10
30 Sep. '60	88.3	68.4	10.0	—	16	16	175	Orange and Alexandria	—	—	—	2,063,655	2,517,500	590,056	—	167.7	270,846	450,427	222,214	—	—
30 Sep. '59	123.3	10.1	—	—	19	13	279	Petersburg and Lynchburg	3,040,636	374,996	—	1,365,300	1,851,500	292,842	4,745,256	133.4	—	410,166	201,344	—	—
30 Sep. '59	59 2	21.3	—	—	14	17	131	Petersburg and Roanoke	1,223,526	*	—	883,200	102,500	5,799	1,486,527	80.5	—	326,554	213,852	7½	—
30 Sep. '60	140.5	2.7	12.0	—	28	30	418	Richmond and Danville	3,726,037	*	—	1,981,197	1,200,000	75 908	6,753,655	143.2	224,014	560,904	282,323	—	57
30 Sep. '59	75.1	—	4.5	—	11	10	196	Richm., Frederick & Potomac	1,985,579	*	52,800	1,041,880	643,960	96,828	—	78.6	159,981	279,945	145,385	7	77
30 Sep. '59	22.2	2.8	5.1	—	10	7	188	Richmond and Petersburg	1,222,523	*	—	835,750	204,808	26,853	—	43.5	1,058,054	163,753	79,585	6	60
30 Sep. '59	23.7	—	0.2	14.6	2	—	23	Richmond and York River	704,840	20,554	—	657,812	85,000	—	—	23.7	12,542	—	—	—	—
31 Jan. '60	80.0	—	—	—	10	11	161	Seaboard and Roanoke	1,469,246	*	1,200	844,200	472,811	52,926	1,639,648	80.0	—	240,446	121,053	7	—
30 Sep. '60	178.2	—	21.3	7.0	27	19	228	Virginia Central	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	195.0	280 968	634,081	359,130	5	70
30 Jun. '60	204.7	9.4	10.6	—	39	27	49	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,233,271	214.9	480,193	740,489	347,957	—	—
								WISCONSIN.													
1 Dec. '59	55.0	—	2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000	—	800,000	700,000	25,000	—	55.0	—	—	—	—	—
31 Dec. '61	199.9	—	24.9	27.8	—	—	—	*Milwaukee and Minnesota*	7,400,000	*	—	4,940,000	2,460,000	—	—	199.9	—	756,476	329,580	—	—
31 Dec. '62	191.9	42.5	28.3	—	39	32	677	*Milw'kee and Prairie du Chien*	7,500,000	*	—	4,826,800	2,454,000	221,282	7,978,841	234.4	—	1,163,734	414,741	—	48
10 May, '64	103.9	—	10.6	—	20	22	557	Racine and Mississippi	3,802,016	*	—	2,705,720	1,417,000	1,085,328	5,692,471	142.3	466,043	490,597	138,210	—	—
								CANADA.													
31 Jan. '63	161.0	—	—	—	31	27	40	Buffalo and Lake Huron (½ y)	11,938,000	*	—	11,750,000	188,000	—	11,938,000	16.10	—	236,798	67,652	—	—
31 Dec. '62	49.0	—	—	—	16	17	214	Montreal and Champlain	2,463,989	*	15,311	1,631,130	911,029	22,984	2,663,376	49.0	—	242,798	117,842	—	15
30 Jun. '63	1,096	137.0	—	78.0	204	180	2,309	Grand Trunk	77,210,345	*	—	15,123,430	54,750,510	7,336,405	77,210,345	1,096	—	4,368,510	1,154,855	—	—
31 July, '63	229.0	115.5	63.0	—	92	126	1,689	Great Western	23,933,750	*	1,250,000	16,802,745	9,281,435	—	26,084,180	357.0	—	3,011,860	1,649,510	1½	—
31 Dec. '62	95.0	1.6	—	—	17	20	337	Northern (O. S. & H.)	—	—	—	—	—	—	—	96.6	—	—	—	—	—
								NEW BRUNSWICK.													
1 Oct. '62	108.0	0.9	12.0	—	14	18	271	European & North American	4,569,418	*	—	4,658,706	—	—	4,658,706	108 0	160,421	107,640	20,005	—	—
1 July, '61	60.0	—	—	—	—	—	—	New Brunswick and Canada	1,402,748	102,388	—	1,380,000	13,100	136,000	1,799,232	60 0	—	132,555	36,670	—	—
								NOVA SCOTIA.													
Dec. '62	61.5	30.5	—	—	20	18	160	Nova Scotia	4,273,401	*	—	4,273,281	—	—	4,273,281	92.0	158,416	139,107	37,181	—	—
								NEW GRANADA.													
31 Dec. '63	48.7	—	—	—	11	22	120	Panama	8,000,000	*	615,658	5,000,000	3,375,000	—	10,763,729	48.7	—	2,027,438	1,385,924	13	270

PREFERRED AND GUARANTIED R. R. STOCKS.

Railroads.	Amount of shares outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Agricultural Branch, (guar.)	$60,000	6	6	----
Atlantic & St.Lawrence (guarant'd).	2,494,900	6	6	----
Berkshire (guarantied)	600,000	7	7	----
Boston, Concord & Montreal (pref.)	800,000	6	—	70½
" " " (new pref.)	554,000	6	—	----
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	—	----
Camden & Atlantic (preferred)	620,800	7	—	21
Catawissa (preferred)	1,150,000	7	—	37½
Chemung (guarantied)	380,000	---	---	----
Cayuga & Susquehanna (guarant.)	843,500	---	---	----
Cheshire (preferred)	2,017,825	7	—	57
Chicago & Alton (preferred)	2,422,598	7	7	94½
Chicago & Northwestern (pref.)	2,400,000	7	5½	70
Cochecho (preferred)	177,750	8	—	----
Ct. & Passumpsic Rivers, (pref.)	1, 55,200	10	10	69½
Cumberland Valley (1st preferred)	241,900	8	8	----
" " (2d preferred)	243,000	8	8	----
Detroit & Milwaukee (preferred)	1,500,000	---	---	----
Dubuque & Sioux City (preferred)	1,987,614	7	3½	72
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	—	----
Elmira & Williamsport (preferred)	500,000	---	—	52
Erie (preferred)	8,535,700	7	7	100
Hannibal & St. Joseph (preferred)	5,253,886	7	—	50
Harrisburg & Lancaster (guar.)	1,182,100	7	7	----
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	----
Kennebec & Portland (preferred)	247,000	6	—	----
" " (new pref.)	125,000	6	—	----
Lackawanna & Bloomsburg (pref.)	500,000	7	—	----
Marietta & Cincinnati (1st pref.)	5,105,384	7	3	55
" " (2d pref.)	3,424,169	7	3	53
Michigan S. & N. Indiana (guar.)	2,583,600	10	10	145
Mil. & Prairie du Chien (1st pref.)	1,051,000	8	8	115
" " " (2d pref.)	1,014,000	7	7	82
Milwaukee & St. Paul (preferred)	2,245,000	7	—	82½
New Haven & Northampton (guar.)	1,010,000	---	4	----
New York & Harlem (preferred)	1,500,000	8	—	----
Niagara Br. & Canandaigua (guar.)	1,000,000	6	6	----
Paterson & Hudson (guarantied)	630,000	---	8	----
Paterson & Ramapo (guarantied)	248,000	---	5½	----
Peoria & Bureau Valley (guar.)	1,200,000	---	6	----
Philadelphia & Reading (pref.)	1,551,800	7	7	----
Philadelphia & Trenton (guar)	1,000,000	---	10	----
Pitts., Ft. Wayne & Chicago (pref.)	2,000,000	7	3½	93
Pittsfield & North Adams (guar.)	450,000	6	6	100
Port., Saco & Portsmouth (guar.)	1,500,000	6	6	----
Rutland & Burlington (preferred)	382,700	8	—	----
" " (preferred)	603,176	6	—	----
St. L., Alton & Terre Haute (pref.)	1,700,000	6	—	75
Toledo & Wabash (preferred)	982,900	7	7	69
Troy & Greenbush (guarantied)	274,400	6	6	----
Vermont & Canada, (guarantied)	1,600,000	8	8	----
Warren (guarantied)	1,307,750	7	7	----
White Mountains (guarantied)	200,000	5	5	----
Wrightsv., Y. & Gettysburg (guar.)	317,050	2	2	----

CANAL AND NAVIGATION BONDS.

Description of Bonds.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	$2,657,343	6	J. & J	1836	103
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qrtrly.	1870	----
" " sterling	4,375,000	5	"	1890	----
Preferred bonds	1,700,000	6	———	18..	----
Bonds guar. by Virginia	200,000	6	———	18..	----
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	95
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1865	110
2d Mortgage	300,000	6	M. & S.	1870	----
Delaware & Raritan:					
See Camden & Amb. RR.	------	--	------	------	----
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	----
Interest Certificates	161,990	6	" "	1868	----
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	104
Menongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	----
2d Mortgage	57,000	6	" "	1865	----
Morris:					
1st Mortgage	465,500	6	A. & O.	1876	104
2d Mortgage	294,750	6	------	------	97
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Schuylkill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	98
2d Mortgage	3,980,670	6	J. & J.	1882	84
Improvement	568,500	6	M. & N.	1876	85
Susqueh'a & Tide Water:					
Maryland Sterling Loan	816,000	5	J. & J.	1865	----
Md stg. loan converted	200,376	5	" "	1865	----
Mortgage bonds	993,000	6	" "	1878	63
Preferred Interest b'ds.	227,569	6	" "	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	21
West Branch & Susqu'a:					
1st Mortgage, s'k'g fund	450,000	6	J. & J.	1878	78
Wyoming Valley.					
1st Mortgage	650,000	6	J. & J.	1878	99

CANAL AND NAVIGATION STOCKS.

Companies.	Par of Shares.	Amount of Stock.	Dividends.	Market Price
Canal and Navigation Stocks:	$	$	p c.	$
Chesapeake and Delaware	100	1,343,563	—	70
Chesapeake and Ohio	100	8,228,595	—	----
Delaware Division	100	1,633,350	—	36½
Delaware and Hudson	100	7,560,000	10	218¾
Delaware and Raritan	100	2,298,400	10	----
Erie of Pennsylvania	50	58,000	—	----
Illinois and Michigan				
Lehigh Navigation	50	2,479,950	6	73½
" " (scrip)	50	1,803,000	6	----
Monongahela Navigation	50	726,800	3	----
Morris, (consolidated)	100	1,025,000	5	95
" (preferred)	100	1,175,000	10	125
North Branch	100	----------	—	----
Sault Ste Marie	100	----------	—	----
Schuylkill Navigation (consolid.)	50	1,932,457	—	33½
" " (preferred)	50	2,722,607	—	39½
Susquehanna and Tide Water	50	2,048,260	—	15½
Union (preferred)	50	2,750,000	—	3
West Branch and Susquehanna	100	1,000,000	6	136
Wyoming Valley	50	700,000	16	78½

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.

IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1¾ cents per lb; Pig, $9 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1 (cash) per ton	60 — @ 65 —
Pig, American, No. 1	57 — @ 58 —
Bar, Swedes, assorted sizes (in gold)	— — @ 92 50
Bar, English, Refined	180 — @195 —
Bar, English, common	165 — @180 —
Band, English	225 — @ — —
Horse Shoe	220 — @ — —
Rods, English	200 — @270 —
Hoop, English	230 — @310 —
Nail Rod per lb.	— 15 @ — 17
Sheet, Russia per lb.	— 30 @ — 33
Sheet, English, Single, Double and Treble	— 10½@ — 12½

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2¼ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 19 per cent. ad. val.

English, Cast (1st & 2d qlty.) per lb.	—30 @ — 37
English Spring (1st & 2d qlty.)	— 18 @ — 21
English Blister (1st & 2d qlty.)	— 20 @ — 31
English Machinery	— 20 @ — 24
American, Blister	— 16 @ — 20
American, Cast, Hammered	— 30 @ — 34
American, Cast, Rolled	— 19 @ — 23
American Spring	— 15 @ — 20
German	— 21 @ — 23
Milan (in bond)	— — @ — —

COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 3½ cents per lb.

Sheathing, New (suits) per lb.	— — @ — 65
Sheathing, &c. Old (cash)	— — @ — —
Sheathing, Yellow	— — @ — 50
Pig, Chile	— — @ — —
Bolts	— — @ — 65
Braziers'	— — @ — 65
American Ingot (cash)	49½@ — 50

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Galena per 100 lb.	14 — @ 15 50
Spanish	14 25 @ 14 50
German Refined	14 25 @ 14 50
English	14 25 @ 14 50
Bar per lb.	— — @ — 18
Pipe and Sheet	— — @ — 22

TIN—Duty: Pig, Bars and Block, 15 per cent ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.

Banca per lb.	— — @ — 72
Straits	— — @ — 60½
English	— 60 @ — 60½
Plates, Charcoal I. C per box	20 — @ 21 50
Plates, I. C. Coke	17 50 @ 18 —
Terne, Coke	15 50 @ 16 —
Terne, Charcoal	18 — @ 19 —

NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (Cash.)

Cut, 4d.@6d (cash) per 100 lb.	8 50 @ 9 —
Clinch (cash)	10 — @ 10 50
Horse Shoe, Forged (cash) per lb.	— 40 @ — 45
Wrought. English (cash)	— — @ — 70
Ausable Horse, Norway Iron, Forged	— — @ — 50
Zinc Nails (6 mos)	— — @ — 25

INDIA RUBBER—Duty; 10 per cent. ad. val.

Para, Fine per lb.	1 15 @ 1 20
Para, Coarse and Medium	— — @ — —
Carthagena, &c	— 70 @ — 72
Guayaquil	— — @ — —

PETROLEUM—Duty; Crude, 10 cents; Refined, 30 cents per gallon.

Crude, 40@47 gravity	— 56 @ — —
Refi'd, free, L.S. to pr. Wh. (110@120 test)	— 94 @ — 95
Refi'd, in bd. L.S. to pr. Wh. (110@120 test)	— 74 @ — 75
Naptha, Refined, (60@63 gravity)	— 52 @ — —

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 21.

	Th 15.	F. 16.	Sat. 17.	M. 19	Tu 20	W. 21.
American Coal Co.	86	----	85½	86	85	86
At. & Gt. W. (O) 1st m't.	----	----	----	98	----	----
Buffalo, N. Y. & E., 1M.	104	----	----	----	----	----
California 7s	----	----	----	----	158	----
Canton Co.	36¾	36½	36½	36	36½	35½
Central Am. Transit	----	----	----	----	----	----
Chicago & Alton	----	----	----	92½	----	----
" " pref.	----	94½	----	----	----	----
" " 1 M.	----	----	----	----	----	----
" Inc. b'ds	----	----	----	----	----	----
Chicago, Burl. & Q.	118	117½	117½	117½	----	----
" " " 8 p.c.	123	122½	----	----	----	----
Chic. & Northwest'n	44	43¾	43	41½	42	41½
" " pref.	76½	77	76	74	73½	71½
" " 1st M.	97½	98	99	97	98	99
" " 2d M.	----	----	----	----	----	----
" " S. F.	106	----	107	----	----	----
" " A. B.	----	----	----	----	----	----
" " I. B.	----	----	----	----	----	----
Chicago & Rock Isl.	108½	107¾	107½	106	107	106¾
" " 1st M. '70.	----	----	----	----	----	----
Clev., Col. and Cin.	180	----	----	----	----	----
Clev. and Pittsburg	112½	109	108	105½	105½	103½
" " 1 M.	----	----	----	----	----	----
" " 2 M.	----	----	----	----	----	----
" " 3 M.	100	----	----	----	----	----
" " 4 M.	----	----	----	----	----	82
Clev. and Toledo	112½	112	112	----	112	----
" " S.F. 7 p.c.	----	108	----	----	----	----
Cumberland Coal, pref.	50¾	48½	48¾	46½	48	46¾
Del. & Hudson Canal	218	217	215	210	208	217
Del., Lack. & West.	----	----	----	----	----	230
" " 1M. 8p.c. '71-6.	----	----	----	----	----	----
" " 2M. 8p.c. '81	----	----	----	----	----	----
Erie	94⅞	93¾	94	91¾	91⅞	90⅞
" pref.	104	102¾	----	101	----	101
" 1 M. 7 p.c. '67	104½	105	----	----	----	----
" 2 M. 7 p.c. '79	----	----	----	----	118	----
" 3 M. 7 p.c. '83	----	----	----	----	----	115
" 4 M. 7 p.c. '80	107½	----	----	----	----	----
" 5 M. 7 p.c. '88	----	----	----	----	----	----
Galena and Chicago	----	----	----	----	----	----
" 1M. 7p.c. '82	----	----	----	----	----	----
Hann. & St. Joseph	----	----	----	50	----	----
" " pref.	51	----	----	----	50	----
" " bonds	----	----	----	----	----	----
Hudson River	118	117½	116	115½	116½	115¾
" scrip	----	----	----	----	----	----
" 1 M. 7p.c. '69	108	----	----	----	106	----
" 2 M. S.F.	----	----	----	----	----	----
" 3 M. 7p.c. '75	----	----	----	----	----	----
" conv. bonds	----	----	----	----	----	----
Illinois Central	130½	130	129¾	127½	127¾	126½
" Can. bd. sc.	----	----	----	----	----	----
" bonds	----	----	----	----	118	----
Marietta & Cin. 1st pref.	----	----	----	----	----	----
" " 2d "	----	----	----	----	----	----
" " 1st mort.	----	----	----	----	99	----
Mariposa Mining Co.	36½	35½	35½	34	35	34½
Michigan Central	130	129	129	120x	120	118
" S F. 8p.c. '82	127	----	----	----	----	----
" conv. 8p.c. '69	----	----	----	----	----	----
M. S. and N. I.	74	72¾	72½	71¼	73	72
" " guar'd.	146	146	146	----	----	145
" " 1M. S.F.	----	106	----	106½	----	----
" " 2 M.	----	----	----	----	----	----
Mil. and P. du Chien	55	54½	53	52	53	----
" " 1st pref.	----	----	----	----	----	----
" " 2d pref.	----	----	----	----	----	----
" " 1st M.	----	----	----	111½	----	----
Minnesota Mining Co.	----	----	----	----	----	----
Miss. & Mo.	----	----	----	----	----	----
" L.G. bonds	56	57	----	56	----	----
Missouri 6s	64½	----	----	63½	64	63½
" iss. to H. & St. J. R.	----	85	----	----	----	----
" " Pacific	68	----	----	----	69	69
New York Central	120½	117½	117	116	116	115½
" " 7s, 1864	----	----	----	----	----	----
" " 7s, S.F. '76	----	----	----	----	----	118
" " 7s, conv. '76	----	----	----	----	----	----
" " 6s, S.F. '83	----	----	----	----	107	106½
" " 6s, S.F. '87	----	----	----	----	----	----
N. York & Harlem	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 1M. 7p.c. '73	106	----	----	----	----	----
" " 2M. 7p.c. '64	----	----	----	----	----	----
" " 3M. 7p.c. '67	----	----	----	----	----	----
Ohio & Miss. cer.	35	35¾	35¼	34½	34½	33½
" " pref.	----	----	----	----	----	----
Pacific Mail S.S. Co.	317	320	----	----	----	----
Panama	----	----	270	----	----	----
Penn'a Coal Co.	205	----	----	195	195	----
Phila. and Reading	137¾	119½	118½	116	116½	115½
Pitts. Ft. W. & Chicago	105	104½	104½	102½	103½	102
" " 1M.	----	----	----	112	114½	----
" " 2M.	104	104	104	104	----	----
" " 3M.	----	----	----	----	----	----
Quicksilver Mining Co.	95	94	94½	93½	94½	95
St. L., Alton & T. H.	54½	----	----	----	----	----
" " pref.	----	----	----	75	73	----
" " 1M.	----	101	----	101	----	----
" " 2M. pref.	----	----	----	----	----	----
" " Inc. b'ds	----	----	----	80	----	----
Tennessee 6s, 1890	56	----	57½	56	----	----
Toledo & Wabash	----	----	----	----	----	----
" " Pref.	----	----	----	69½	----	----
" " 1M.	----	----	----	----	----	----
" " 1M. ex.	----	----	----	----	----	----
" " 2M.	----	----	----	----	----	----
" " Int. b'ds	----	----	----	----	----	----
Virginia 6s	----	----	----	----	----	----

New York Stock Exchange.

Actual Sale Prices for the week ending Dec. 21.

	Th 15.	F.16.	Sat.17.	M.19.	Tu.20.	W.21.
FEDERAL STOCKS:—						
U. S. 5s, 1871, reg.	----	----	----	----	----	----
U. S. 5s, 1871, coup.	----	----	----	----	----	----
U. S. 5s, 1874, reg.	----	----	----	----	----	----
U. S. 5s, 1874, coup.	----	----	----	----	----	----
U. S. 5s, 1865, coup.	----	----	----	----	----	----
U. S. 5s, 10-40s., coup.	102¼	102½	102¾	102½	101⅞	----
U. S. 5s, 10-40s, reg.	----	----	----	----	----	----
U. S. 6s, 1881, reg.	109¾	----	----	----	----	----
U. S. 6s, 1881, cou.	116⅞	117	117½	117½	117½	----
U. S. 6s, '81, O.W.Ly.	----	----	----	----	----	----
U. S. 6s, 1881, " ¼y.	----	----	----	----	----	----
U. S. 6s, 1867, reg.	137	----	----	----	----	----
U. S. 6s, 1868, reg.	----	----	----	----	----	----
U. S. 6s, 1868, coup.	----	----	----	----	----	----
U. S. 6s, 1 year certif.	97¾	97¾	97½	97½	----	97
U. S. 6s, 5-20s, coupon	109⅞	109¾	109½	109½	109	108½
U. S. 6s, 5-20s, new	109	109½	----	109½	108¾	108½
U. S. 6s, " reg.	109	----	----	109	----	----
7.30 Notes, Feb. & Aug.	----	----	----	----	----	----
" " Ap'l & Oct.	120	120	121	123	122	----
American Gold	237	233⅞	224¾	216¾	224½	223

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Dec. 20.

	W. 14.	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.
Beaver Meadow	----	----	----	----	----	----
Cattawissa	16	----	----	16	16½	16½
" preferred	37½	38	----	37⅞	37⅞	----
Camden & Amboy	151¾	151½	----	151	----	----
" " 6s, '67	----	----	----	----	----	----
" " 6s, '70	----	----	----	----	----	----
" " 6s, '75	----	----	----	99	----	----
" " 6s, '83	100½	----	101	100½	----	----
" " 6s, '89	----	----	----	----	100	----
" mort. 6s, '89	106	----	----	----	----	----
Ches. & Del. Canal 6s '86	----	----	----	----	----	----
Del. Div. Canal	36¼	----	----	36	----	----
Elmira & W'mport	----	----	----	----	----	----
" " pref.	----	----	----	----	----	----
" " 7s	----	----	----	107	----	----
Harrisburg	----	----	----	----	----	----
Lehigh Navigation	73¼	----	----	----	----	----
" 6s	----	101½	101	----	----	----
Lehigh Valley R. R.	81	----	----	----	----	81
" " 6s	----	101	----	----	----	----
Little Schuylkill R. R.	44⅛	44¼	44¾	44¾	----	----
" " 7s	----	----	----	----	----	----
Long Island	----	----	----	----	----	----
" " 6s	----	----	----	----	----	----
Minehill	----	----	----	----	----	----
Morris Canal	----	95	----	----	----	----
" " pref.	----	125	----	----	----	----
" " 6s '76	----	----	----	----	----	----
North Pennsylvania	29½	----	----	----	----	----
" " 6s	99¼	----	----	----	----	----
" " 10s	----	----	----	----	----	----
Northern Central	54¾	----	54½	55	----	----
Pennsylvania R. R.	67½	67	66½	66	65½	----
" 1st m.	112	----	112	----	----	----
" 2d m.	----	107	----	----	----	----
Penn. State, 5s	94	93¾	93¾	93½	93	----
" " 5s, coupon	----	95	94½	----	----	----
" " 6s, W. L.	105½	----	----	----	----	----
Philadelphia City, 6s	99½	----	98¾	----	96	----
" " new	----	----	----	99	98⅝	----
Philad., Germ. & Nor.	----	----	----	53	58	----
Phila. & Reading	59	68½	60x	59	57½	58
" " 6s, '86	----	----	----	----	----	----
" " 6s, '70	101	----	----	101	----	----
Philadelphia & Erie	----	28½	----	----	----	----
" " 6s	102	----	----	----	----	----
Philad. & Sunbury, 7s	----	----	----	----	----	----
Schuylkill Navigation	33½	33½	33½	33½	33¾	----
" " pref.	39½	40	39⅞	39½	----	----
" " 6s '82	88	88	84x	----	----	84
" " 6s '76	----	----	----	----	----	----
" " 6s '72	----	----	----	----	----	----
Sunbury and Erie, 7s	----	----	----	107	----	----
Susq. Canal	14⅞	15	15½	----	----	15¼
" " 6s '78	----	----	61	----	----	----
Union Canal, pref.	----	----	----	----	----	----
" " 6s '83	----	----	----	21	----	----
West Br. Canal 6s '78	----	----	----	----	----	----
Wyoming Valley Canal	----	----	----	----	----	----
" " bonds	----	----	----	----	----	----
Arch street, (Horse)	18	----	----	18½	----	----
Chestnut & Wal. "	----	----	48	----	----	----
Green & Coates, "	----	----	----	----	----	----
Race and Vine, "	----	----	----	----	11½	----
2d and 3d streets, "	----	----	----	----	----	68½
Spruce & Pine, "	----	----	----	----	----	----

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Dec. 20.

	W.14.	Th.15.	F.16.	Sat.17.	M.19.	Tu 20
Baltimore City 6s, 1875	----	----	----	----	108½	----
" " 1886	----	----	----	----	----	----
" " 1870	----	----	----	----	----	----
" " 1890	----	----	----	----	----	109
Balt. and Ohio	112	----	----	----	----	113
" " b'ds, '62	----	----	----	----	----	----
" " " '67	----	----	----	----	----	----
" " " '75	----	----	----	----	----	----
" " " '80	----	----	----	----	----	----
" " " '85	----	----	----	----	----	----
Northern Central	54	54½	----	56½	56	
" " b'ds, '85	----	----	----	----	----	----
" " " 93	----	----	----	----	----	----

Boston Stock Exchange.

Actual Sale Prices for the week ending Dec. 21.

	Th.15.	F.16.	Sat.17.	M.19.	Tu.20.	W. 21.
Boston and Lowell	----	----	----	----	----	----
Boston and Maine	132	----	132	----	----	x128
Boston and Providence	144	145½	----	----	----	----
Boston and Worcest.	----	----	135½x	----	----	138
Cheshire, pref.	----	----	57	----	----	----
Concord	----	----	65	65	----	65½
Connecticut River	----	----	110½	----	----	----
Eastern, Mass.	----	----	----	----	----	----
Eastern, N. H.	----	----	109	----	----	----
Fitchburg	----	----	----	123½	----	123
Manchester & Lawr'ce	----	----	----	----	----	----
Michigan Central	----	----	----	----	----	----
Northern, N. H.	91	----	92½	----	----	93
Old Colony and Fall R.	127	----	122x	----	----	124½
Ph., Wil. & Baltimore	67½	----	68	68	68½	68½
Portl'd, Saco & Ports.	----	----	108	----	----	108
Vermont & Canada	----	107	107	107½	107½	107
Vermont & Mass.	40	40½	----	42	42	----
Western	----	155	----	----	155	----
Broadway (Horse)	----	----	----	----	----	----
Cambridge "	106½	----	105	106½	----	105
Metropolitan "	55	54	52½	53	53	53
Middlesex "	62	----	62	----	----	61
Central Mining Co.	----	----	----	----	----	----
Franklin "	56½	55½	----	53½	53½	54
Isle Royale "	19½	----	18⅞	18½	----	----
National "	----	----	----	----	----	28
Minnesota "	27½	----	27½	26	25½	26
Pewabic "	59½	58½	57½	55	57	57
Pittsburg "	84	----	----	84	----	84
Quincy "	----	----	----	99	----	99
Rockland "	----	----	----	----	12	12

London Stock Exchange.

The following were the closing prices for American Securities on the 2d of December:

Maryland 5s	65	to	63
United States 6s, 1881	42½	"	43
Do. 5s, 1874	48	"	50
Virginia State 5s	40	"	45
Do. 6 per cent.	27	"	29
Atlantic and Great Western,			
N. Y. sec., 1st mort., 1880, 7 per cent	70	"	72
Do., 2d mort., 1881	66	"	68
Pennsylvania, 1st mort., 1877	70	"	72
Do., 2d mort., 1882	67	"	69
Erie shares, $100 (all paid)	39½	"	40½
Do., 7s, preference	40	"	42
Do., 7s, 1st mort., 1867	55		60
Do., 7s, 2d mort., 1879	55	"	60
Do., 7s, 3d mort., 1883	54	"	58
Do., 7s, 4th mort.	48	"	52
Do., 7s, 5th mort.	47	"	52
Illinois Central 6s, 1875	72	"	76
Illinois Central 7s, 1875	55	"	60
Do. do. $100 shares, $90 paid, dis.	43	"	42
Do. do. $100 shares, all paid	51	"	52
Marietta and Cincinnati Railroad Bonds	69	"	71
Michigan Central 8s, Convertible, 1869	63	"	68
Do. do. S. F. 1st mort., do., '82. x. c	60	"	65
Michigan S. and N. Indiana 7s, S. F., 1885	50	"	55
Do. do. do. $100 shares	--	"	--
New York Central 6s, S. F., 1883	53	"	55
Do. do. 7s, 1864	60	"	65
Do. do. 7s, S. F., 1876	60	"	65
Do. do. 7s, Convertible, 1876	50	"	55
Do. do. $100 shares	55	"	60
Panama, 1st mortgage 7s, 1865	99	"	100
Do. 2d mortgage 7s, 1872	100	"	103
Pennsylvania, 1st mort., 6s, Convertible	80	"	82
Do. 2d mort., 6s, do.	79	"	81
Do. $50 shares	25	"	30
Philadelphia and Reading, $50 shares	30	"	35

American Railroad Journal.

Saturday, December 24, 1864.

Stock Exchange and Money Market.

The gold operators during the past week have received a very severe shock. The victorious march of Sherman, the defeat and route of Hood, and the probabilities of other results still more decisive, let in a flood of light upon the speculators, and they began to think that gold was not going up as high as many of them had so confidently predicted. There was quite a scramble on Monday to sell before a further fall could take place, and the pressure was so strong that a decline of 15 per cent. was submitted to.

That gold has been selling above its relative value for some time past no one coversant with values or prices, has any doubt. That combination has had much to do with the advance cannot be denied, and it is asserted that foreign houses unfriendly to the Union have taken an active part in keeping up the premium, in the hope of further deranging the National currency.

There has been another element at work in this business which has not been generally understood. It is a fact that almost all classes of retailers, tradesmen and manufacturers have been anxious to keep up the price of specie. It has constantly given them an excuse for raising the prices of the articles they themselves have to dispose of. If gold went up 2 or 3 per cent., then every article of prime necessity could be put up, not merely 2 or 3 per cent., but from 5 to 10 per cent. Every man who sold a pound of butter, or cheese, or coffee, every retail dry goods man who had a yard of cotton or silk to dispose of, added what he pleased, and excused himself by saying gold had gone up, and there is not much doubt that these persons have been using in a small way a portion of their means to keep gold up as long as possible. This system has worked hard on consumers, who have had to submit to extortion in every form in consequence, and to none therefore have the recent succcesses of our arms been more grateful. It is an unpleasant task to censure those who ordinarily bear the character of good citizens, but it is a melancholy fact that too many of them have been pleased with disaster, since it enabled them through the fluctuations in the gold market, to realize profits wholly illegitimate and unjust.

It is to be hoped, however, that in a few weeks more this business will be effectually brought to a conclusion. One striking example of the unfairness of which we complain in regard to the article of coal is worthy of being noticed. The very best Nova Scotia coal is brought to this city by the importing houses, and sold by wholesale at from $13 to $15 per chaldron. The retailers ask from $25 to $35 for this very article!! In one respect at least, the reciprocity treaty with Canada has been of great service to our principal cities and towns. The Nova Scotia mines are largely owned by Americans, and it is their capital and enterprise which work them. One house in this city has imported no less than 126,000 chaldrons during the present year, and the price of gas has been kept down by this means alone. The companies supplying us are monopolists of a necessity to our comfort, and though they make large dividends and their stock bears an enormous premium, they show little desire to lessen their charges or increase their accommodation. We may be thankful that we are not charged $5 per 1000 feet.

The great question of the day is the financial one. By this, we mean the condition of the public debt and the National currency. The people feel strong and confident in themselves and their resources, and they look to the Government for corresponding action. The general opinion appears to be that no more securities of a gold interest paying character should be issued. Greenbacks are believed in and are acceptable to every one. Let peace be restored, and the difference between them and gold will rapidly disappear. The revenue will then be equal to all the wants of the Government. Three hundred millions a year may be collected even on the present basis of taxation and imposts. One year's absorption of legal tenders without any further issues would take up all the floating circulation. Millions, however, will be hoarded and kept out of sight

for years, just as is the case with gold. And that peace is close at hand is scarcely to be doubted. There now remains but one port to be closed and one army to be captured. After that, little more of the rebellion will be left.

Our foreign relations gives us but little anxiety. We have again from Lord Russell a fresh assurance of strict neutrality, and though expressed in his usual *gauche* manner, it is nevertheless to be depended on. Our Canadian affairs are already in the way of a peaceful solution. We personally know that the Canadian ministers are grieved at the course of the Magistrate and Police Chief of Montreal, and efficient steps have been taken by the Government to do us justice. We are also pleased to observe the conservative and statesmanlike conduct of Mr Sumner in relation to this subject. War is a weapon costly and bloody. We were forced into the present one, and have no call to engage in another. We have no doubt but that in "sixty days" time the Border difficulties will have passed away, and we shall be ready to arrange a new treaty with the British provinces which will be mutually beneficial, and in conformity with the requirements of commerce.

The censures so freely bestowed on the present as well as late Secretary of the Treasury, are often without justice. Nor do they emanate always from sources entitled to very great consideration.

Commercial editors talk very loudly and dogmatically sometimes, but are they all men of experience, talent, and influence? On the contrary are they not generally mere professional writers, and with but temporary employment? Certainly their opinions are no better than those of whose remarks they catch up and disseminate. The writers most of them would be very soon nonplussed, if the finances of the nation were left to their management.

The balance of the 10-40's is supposed to be taken, and the subscriptions to the 7-30s will probably re-commence on a large scale.

The National Banks are found to be active supporters of the National credit, as it was foreseen they would be, and not its enemies, as too many of the local banks have been. The continued efforts of the former may be calculated upon to carry through all the future loans of the Government, and especially the 7-30s when they are again set afloat with fresh vigor.

From the last week's report of the operations of the associated Banks of this city it appears they have increased their loans $2,008,167, and their specie reserves $150,500. At the same time their deposits have decreased $2,351,009 and their circulation $59,333.

The Africa which brings us late dates from Liverpool, puts us in possession of some interesting facts. The failures abroad continue, and there is every probability of a continental war owing to the Danish and Italian difficulties, an opinion prevailing generally in the German diplomatic circles. It is really wonderful to see with what docility the people of Europe submit to the aggressive ambition of a few reigning families.

We learn that the Atlantic and Great Western Railroad Company has placed its late issue successfully on the London market to the extent of $14,000,000, and that they already bear a premium of 2 per cent. This large sum is of course to be expended in this country for labor and materials, and will have a beneficial influence. If that amount is realised by exchange, it should have a decided effect on the price of exchange, which is even now below par.

The Money market is active and the price rules on the best class paper at 7½ per cent.

Railway securities are dull but stand very firmly. Governments have a general tendency towards a rise, foreign orders still coming in, and an active inquiry for them is arising in the London Market.

The balance in the Sub-Treasury was on Tuesday $33,056,147 62.

The aggregate value of the imports of general merchandise, other than dry goods and specie, at this port for the week ending December 19, was $1,085,768, against $1,732,359 in 1863, and $1,831,410 in 1862.

The exports from New York for the week ending December 19, were $5,012,979 against $2,606,113 in 1863, and $3,457,636 in 1862. The shipments of specie since January 1, have been $47,857,728. The exports since January 1, have been $208,131,679 against $165,900,456, in 1863, an increase of $42,231,223. The customs gold revenue at New York, specially pledged to the payment of the interest on the funded and fundable debt of the United States from January 1 to December 17, was $65,680,935.

The value of foreign goods imported into the port of Boston for the week ending December 16, was $430,290, against $645,437 for the corresponding week in 1863.

The foreign exports from the port of Baltimore during the past week were valued at $428,771.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Brooklyn 6s, Water Loan, 112; Illinois coupon 6s, of 1879, 102½; do., 1862, 98; North Carolina 6s, 58; Stonington R. R., 130; Central R. R. of New Jersey, 175; Mariposa 1st mort., 98; Sixth Avenue R. R., 110; Second Avenue R. R., 60; Schuylkill Coal, 8; Ashburton Coal, 18; Consolidation Coal Co., of Md., 60; Wyoming Valley Coal, 73; Central Coal Co., 90; Smith Parmalee Gold, 7; Copake Iron, 4; Nicaragua Transit, 7; Am. Ex. Bank, 129½; 4th National Bank, 99; Continental Bank, 104; Bank of Commerce, 118; Central National Bank, 105; Union Bank, 120; Merchants' Ex. Bank, 105; Ocean Bank, 95; Market Bank, 110; Bank State of New York, 122; Metropolitan Bank, 120; Phœnix Bank, 110.

Philadelphia.—Huntingdon and Broad Top R. R., 30¼; do., 1st mort., 100; Harrisburg bonds, 95; Allegheny Co. coupon 5s, 79; Ridge Avenue R. R., 12; West Philadelphia 71; 13th and 15th streets, 28; Dalzell Oil, 8⅝; Tarr Farm, 3½; Curtin, 16; Egbert, 3¾; Noble and Delamater, 10; Organic, 1⅛; Oil Creek, 8; Perry, 4⅝; Story Farm, 2⅜; St. Nicholas, 4¼; Excelsior, 1½; Feeder Dam, ⅞; Mingo, 5¾; Walnut, 3; Continental, 2⅞; Corn Pl., 7; Maple Shade, 38½; Mc-Elheny, 5⅝; Caldwell, 6¾; Hibbard, 2⅛; Allegheny and Tideoute, 1½; Philadelphia and Tideoute, 3; Atlas, 1⅞; Big Tank, 2⅛; Bruner, 1¼; Briggs, 4¾; Eldorado, 2; Germania, 1⅛; Howe's Eddy, 1⅝; McClintock, 5⅛; Krotzer, 4⅛; Rock, 4; Mineral, 2¾; Phillips, 5; Union, 2; Seneca, 6⅜; Pope Farm, ¾; Dunkard, 1¼; Great Basin, 3½; Densmore, 8; Franklin, 1½; Great Western, 3; Crescent City, 2; Cow Creek, 2⅛; Irwin, 11; Hyde Farm, 5; Watson, 3; Cherry Run, 30; Petroleum Centre, 3½; Big Mt. Coal, 5⅞; New Creek, 1; Swatara Falls, 6¼; N. Y. and Middle Coal Fields, 10¼; Fulton, 7¼; Shamokin, 14; Preston, 30; Girard Bank, 51; Mechanics' Bank, 34; Bank of North America, 185½; Farmers' and Mech. Bank, 69; Commercial Bank, 50¼; Consolidation Bank, 46; Philadelphia Bank, 56¼. The latest quotations are: City 6s, 95@96; do., new, 98½@98¾; State 5s, 93@93¼; do. coupon, 95@95; do., 6s, W. L., 104½@105; Phila., Wil. and Balt., 68¼; Reading, 57⅝@58; do., 6s, 1870, 101@102; do., 1886, 135½@135½; Camden and Amboy, 150½@151; Penn. R. R., 65@65; do., 1st mort., 111¾@112; do., 2d mort., 106@107; Little Schuylkill R. R., 44½@45½; Morris Canal, 93½@95½; do., pref., 125@128; do., bonds, 104@105; Wyoming Valley Canal, 70@70; do., 6s, 95@100; Susquehanna Canal, 14@14¾; do., 6s, 60¼@61; Sch. Nav., 33@33½; do., pref., 39½@39½; do., 6s, 1882, 84@85; Union Canal bonds, 21@22; Delaware Div. Canal 35¾@36; do., bonds, 95@97; Elmira and Williamsport, 31@32; do., pref., 50@51; do., 7s, 1873, 105@107; do., Chattle 10s, 75@78; Long Island R. R., 47@48; Lehigh Coal and Navigation, 70@74; North Pennsylvania, 29@30; do., 6s, 98@100; do., 10s, 110@115; Philadelphia and Erie, 27@27½; do., 6s, 108@102; Minehill, 57¼@57¼; Catawissa, 15@18; do., pref. 37@37½; Lehigh Valley, 81@81; do., bonds, 100¾@101¼; Fifth and Sixth streets, (horse,) 45@50; Second and Third, 68@68½; Race and Vine, 10¾@12; West Philadelphia, 70@71; Spruce and Pine, 33@35; Green and Coates, 20@26; Chestnut and Walnut, 40@50; Arch, 18@19½; Thirteenth and Fifteenth, 25@50; Girard College, 25@25; Tenth and Eleventh, 46@47; Norristown, 57¼@58.

Boston.—Northern (Ogdensburg) 2d mort., 30; Boston and New York Air Line 6s, 60; Connecticut and Passumpsic Rivers R. R., 70; do., 6s, 99¼; Vermont Central 1st mort., 80; do., 2d mort., 23; Rutland and Burlington 1st mort., 69½; do., 2d mort., 26; do., 3d mort., 8; Boston, Hartford and Erie, 25; do., 7s, 1884, 77; Connecticut River R. R. 6s, 1878, 103¼; Eastern R. R. 6s, 1874, 102¼; Grand Junction 1st mort., 85⅓; Cheshire R. R., 6s, 1860, 99½; Worcester and Nashua R. R., 98; Troy and Greenbush R. R., 53¾; Massachusetts 5s, 1894, 115¼; New Hampshire 6s, 1884, 97⅜; Northern R. R. 6s, 1884, 101¾; Hallowell 6s, 1870, 97; Portland 6s, 1870, 98⅞; Bangor 6s, 1874, 98¼; Augusta 6s, 1870, 98½; Boston 5s, 1886, 117⅜; Charlestown 6s, 101⅛; Hartford 6s, 1875, 104½; St. Louis 6s, 1883, 90; Boston Water Power Co., 37½; East Boston Co., 11¼; Essex Co., 96; Cambridge Water Works, pref., 101½; Short Mt. Coal, 40; Mammoth Vein Coal, 34; Franklin Coal, 70; Butler Coal, 50; Belmont Coal, 9¾@12½; Mt. Pleasant Coal, 34@40; Gilberton Coal, 85½; Boston Gas, 782; Am. Telegraph Co., 175½; Boston Bank, Ex. div., 81; State Bank, 90; Washington Bank, 124; 3d National Bank, 100¼; Suffolk Bank, 236¾; Bank of Commerce, 115¼; Exchange Bank, 150; Union Bank, 140; Merchants' Bank, 111¼; North Bank, 92½@94¼; do., rights, 18; Rockland Bank, Roxbury, 107¾; Traders' Bank, 93½; Bunker Hill Bank, Charlestown, 140;

Maverick Bank, 105¼; Railroad Bank, Lowell, 90½; Howard Bank, 105; Shoe and Leather Dealers Bank, 150; Mt. Vernon Bank, 104; 1st National Bank, 125; Acton Mining Co., 1⅛; Almada Silver, 5; Arnold, 1; Albany and Boston, 25½; Bay State, 22; Bedford, 1; Buckingham Plumbago, 1⅛; Boston, 4⅛; Black River, 15c.; Concord, 5; Clarendon Gold, 21; Copper Falls, 29½; Canada, 1⅞; Dudley, 3; Eagle River, 4⅜; Escott, 20c.; French Creek, 1; Great Basin Oil, 3¼; Hancock, 8¾; Humbolt, 10; Huron, 43½; Highland, 7½; Hanover, 3; Manhattan, 7¾; Mesnard, 7½; Madison, 3¾; Native, 1; Ottawa, 30c.; Pittsburg and Boston Oil, 2½; Phœnix, 22; Renfrew Gold, 50c.; Star, 8; Superior, 8; South Side, 4; Sutton, 85c.; Tremont, 3; Toltec, 2⅝; Winthrop, 4.

Baltimore.—N. W. Va. 1st mort., 108; Maryland Copper Co., 0.65; George's Creek, 125; Canton Co., 36; Laurel Cannel Coal and Oil Co., 5.00; Penna. Oil, 0.85; Balt. Chrome, 1.75; Am. Gas Coal, 2.05; Bare Hill Mining Co., 3.05; Santa Clara, 26; Atlantic Coal, 1.30; Springfield, 1.40; Farmers' and Merchants' Bank, 41½; Franklin Bank, 13⅜; Bank of Baltimore, 107½; Farmers Bank of Maryland, 35½; Union Bank, 75½. The latest quotations are: Balt. and Ohio, 111@111½; do., 6s, 1867, 102@104¼; do., 1875, 109@110; do., 1880, 109@110; do., 1885, 108@109; Northern Central, 54¼@56; do., bonds, 1885, 101½@102; N. W. Va., 00@06; do., 1st mort., 107@109; do., 2d mort., 101@105; do., 3d mort., 23@30; do., guar., 100@112; Marietta and Cincinnati 7s, 1891, 98@100; Central Ohio 2d mort., 101; do., 3d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@42; Western Md. bonds, 89½@91; do., guar., 108@110; Maryand 5s, coupon, 1870, 105@112; do., Ins., 112@115; do., 1890, 112@112; Baltimore 6s, 1870, 103@105; do., 1873, 104@108; do., 1875, 108½@109; do., 1886, 109@109¾; do., 1890, 109@110; do., coupon, 107@109½; do., 5s, 1838-'70, 98½@100; City Passenger R. R., 17@18¼; Canton Co. 34¾@36½; Gardner, 0.50@0.90, Gas Coal, 1.95@2.00; Maryland, 0.65@0.75; North State, .10@.20; Springfield, 1.35@1.50; George's Creek, 120@125½; Santa Clara, 26@26¾; Balt. Chrome, 1.50@1.80; Bare Hill, 3.00@3.15; Atlantic Coal, 1.25@1.30; Mineral Hill, 1.50@1.80; Baltimore Coal, 110; Laurel Cannel Coal and Oil Co., 4.90@4.95.

The Albany Bridge in Congress.

On the 12th inst., Mr. Davis, of New York, introduced a bill in the House of Representatives, declaring it lawful for the Hudson River Bridge Company at Albany, to construct and maintain a bridge over the Hudson River at Albany, and that in accordance with an act of the New York Legislature, and that when said bridge is constructed it shall be a lawful structure and also a post route for the transmission of the mails of the United States.

The bill was referred to the committee on post-offices and post roads.

☞ Mr. Chas. Minot has resigned as superintendent of the Erie Railway, and will be succeeded by H. F. Sweetzer, Esq., the present superintendent of the Atlantic and Great Western Railway.

☞ Hon. Dudley S. Gregory has resigned his position as Controller of the Erie Railway.

Allegheny Valley Railroad

A meeting of the stockholders of the Allegheny Valley Railroad Company was held at Pittsburg on the 15th inst., for the purpose of considering a contract with the Mahoning and French Creek Bailroad Company, for the lease and extension of the Allegheny Valley Railroad, with a view of ratifying or rejecting the same. Mr. F. R. Brunot, the President of the road, made a few remarks in explanation of the object for which the meeting had been called, and then read the proposed contract to the stockholders. He also read a resolution adopted by the Board of Directors favoring the proposed lease and calling the meeting. The contract was then discussed at length by Messrs. Brunot, and others, and the ground taken that it was better not to act finally on a matter so important without further consideration. A resolution, was adopted, that the contract be published, and a copy placed in the hands of each stockholder; and that the meeting adjourn to assemble again on the first Thursday of January next. There was a very large attendance, and much interest in the proceedings was manifested.

Erie Railway.

The earnings of this road for the fiscal year ending September 30, 1864, were:

From passengers		$2,523,005
" freight		9,885,087
" miscellaneous		133,388
		$12,551,480
Operating expenses	$8,318,085	
Rents, taxes, etc.	739,668	
		9,057,753
		$3,493,727
Interest on bonds	$1,237,605	
Dividends on common stock	1,090,136	
Dividends on preferred stock	596,897	
		2,924,638
Surplus income		$569,089
Capital stock Sept. 30, 1864		$24,228,800
" " " 1863		19,973,200
Increase		$4,255,600
Bonded debt Sept. 30, 1864		$17,822,900
" " 1863		19,831,500
Decrease		$2,008,600
Total stocks and bonds:		
September 30, 1864		$42,051,700
" 1863		39,804,700
Increase		$2,247,000

New York Central Railroad.

The following gentlemen have been elected directors of this company for the ensuing year: Dean Richmond, Buffalo; Richard M. Blatchford, New York; Erastus Corning, Albany; John H. Chedell, Auburn; Alonzo C. Paige, Schenectady; John V. L. Pruyn, Albany; Nathaniel Thayer, Boston; Livingston Spraker, Palatine Bridge; Cornelius L. Tracy, Troy; Charles H. Russell, New York; Hamilton White, Syracuse; Henry H. Martin, Albany; James H. Banker, New York.

Inspectors of next Election—George Dexter, Albany; Rufus G. Beardslee, New York; Stephen Groesbeck, Albany.

☞ The directors of the Pennsylvania Railroad Company have given the stockholders the privilege of subscribing to their stock at par to the amount of ten per cent. on their respective interest.

Mining Intelligence.

Products of Lake Superior Mines for October.

	Tons.	lbs.
Quincy	140	1,530
Pewabic	85	568
Franklin	81	560
Isle Royale	33	104
Grand Portage	25	939
Huron	25	1,753
Douglass	2	1,459
Sheldon and Columbia	7	523
National	50	625
Total, 9 mines	451	8,056

At 48 cents per pound, a net ton of copper (2,000 pounds) brings $960, making the October product of these mines worth $432,960.

Iron Business of Lake Superior.

The increase of the iron business in the Lake Superior region furnishes a gratifying exhibit of the prosperity of that section of the country. The shipments of iron ore from Marquette for ten years past compare as follows:

Year.	Tons.	Year.	Tons.
1855	1,447	1860	116,998
1856	8,567	1861	45,430
1857	26,184	1862	115,721
1858	31,035	1863	203,787
1859	65,674	1864	225,119

Atlantic and Great Western Railway.

The following is the traffic of the Atlantic and Great Western Railway since Jan. 1, 322 miles being opened:

	Passengers, &c.	Freight.	Total.
January	$38,615	$168,683	$207,298
February	50,189	178,852	229,041
March	60,518	166,215	226,733
April	63,992	133,275	197,267
May	57,193	157,486	214,679
June	73,654	240,867	314,521
July	82,665	249,433	332,098
August	95,077	310,999	406,076
September	135,502	310,542	446,044
October	103,121	288,726	396,847
November	107,814	273,996	481,810
Total	$868,340	$2,479,074	$3,352,414

Railroad Earnings--Monthly.

The earnings of the Cleveland and Pittsburg Railroad for the month of Nov., were $220,062 63
Corresponding month of 1863 177,652 97

Increase $42,409 66

The earnings of the Erie Railway for the month of Nov., 1864, were $1,204,908 00
Corresponding month last year 1,024,649 00

Increase $180,259 00

The earnings of the Norwich and Worcester Railroad for the month of November, 1864, were $53,726 00
Corresponding month of previous year. 43,623 00

Increase $10,103 00
From June 1, to Nov. 30, 1864, are $344,283 00
Same time in 1863 262,771 00

Increase $81,512 00

The earnings of the Michigan Southern and Northern Indiana Railroad for the month of Nov., 1864, were $444,522 61
Corresponding month of previous year 332,360 00

Increase $112,162 61

The earnings of the St. Louis, Alton and Terre Haute Railroad for Nov., 1864, were $202,966 34
Corresponding month of previous year 143,747 82

Increase $59,218 52

Railroad Earnings--Weekly.

The traffic of the Great Western Railroad for the week ending Dec. 16, 1864, was as follows:

Passengers	$20,541 18
Freight and live stock	38,813 24
Mails and sundries	1,851 34
Total	$61,205 76
Corresponding week of 1863	54,323 71
Increase	$6,882 05

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending Dec. 7, 1864, were:

	1864.	1863.
Passengers	$2,675 53	$2,127 71
Freight	6,048 61	6,816 79
Express	104 16	104 16
Mails	296 58	296 58
Total	$9,124 88	$9,345 24

Receipts from January 1st to Dec. 7:

1864	$550,008 15
1863	388,381 48
Increase	$161,626 67

The earnings of the Marietta and Cincinnati Railroad for the 1st week in December:

	1864.	1863.
Passengers	$7,988 11	$4,134 18
Freight	10,140 99	11,154 07
Mail, express & telegraph	1,079 58	907 00
Total	$19,208 68	$16,195 25
Total since Jan. 1	$944,205 96	$657,557 56

The following is a comparative statement of the earnings of the Chicago and Northwestern Railway for the second week of December:

	1863.	1864.
Passengers	$21,025 60	$34,640 29
Freight	69,609 41	77,754 37
Express	1,851 52	1,433 66
Mail	1,286 12	1,405 62
Total	$93,772 65	115,233 94
Increase 22-88 per cent.		$21,461 29

The earnings of the Michigan Southern and Northern Indiana Railroad for the 2d week of December, 1864, were $80,365 00
Corresponding week of previous year. 74,379 00
Increase $5,986 00

The earnings of the Michigan Central Railroad for the 2d week in Dec., 1864, were $76,344 63
Corresponding week of previous year.. 70,454 42
Increase $5,790 21

The earnings of the Cleveland and Toledo Railroad for the 2d week in Dec. were $45,312 00
Corresponding week of previous year.. 42,786 00
Increase $2,526 00

The earnings of the Toledo and Wabash Railroad Company for the second week of December 1864, were $50,089 00
Corresponding week of previous year. 21,328 00
Increase $28,761 00

The earnings of the Grand Trunk Railway for the week ending Dec. 10, 1864, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers	$40,363 00
Express, freight, mails and sundries	3,124 00
Freight and live stock	76,983 00
Total	$120,470 00
Corresponding week, 1863	120,978 00
Decrease	$508 00

The earnings of the Chicago and Rock Island Railroad for the 2d week in November, 1864, were $75,183 00
Corresponding week of previous year.. 45,020 00
Increase $30,163 00

Department of the Interior.

REPORT FROM THE PENSION OFFICE.

Hon. Joseph H. Barrett, Commissioner of Pensions, has made an interesting report of the transactions of his office, from which we take the important passages, and make a synopsis of what could be conveniently abbreviated.

REVOLUTIONARY PENSIONERS.

On the 1st of last January there were but twelve of these pensioners remaining. An act of April, 1864, provided an additional hundred dollars to each of them, to be paid on and after the 1st of January, 1864. Since then seven are known to have died.

The number of original applications on behalf of widows of Revolutionary soldiers, admitted during the last fiscal year was 10, with a yearly amount of pensions equal to $932 21.

ARMY PENSIONS.

There were added to the invalid rolls, almost exclusively under the Pension Act of July 14th, 1862, during the year, 16,770 pensioners, at an aggregate yearly rate of $1,224,340 20. The rates of pension of 192 invalids, previously enrolled, were increased during the same period by an aggregate yearly amount of $6,143 60.

The total number of original applications of widows, orphan children, dependent mothers and dependent sisters, also, with few exceptions, under the last named act, admitted during the year, was 22,198, at an aggregate annual rate of $2,333,222. The pensions of five widows, previously enrolled, were increased at an aggregate annual rate of $30.

The whole number of army pensioners who had been paid within the fourteen months preceding June 30th, 1864, was as follows:

Class.	Number of Pensioners.	Yearly am't of Pensions.
Invalids	22,767	$1,624,388 80
Revolutionary pensioners	1,430	115,217 43
Widows, (other than Revolutionary,) mothers and orphans	25,433	2,676,579 00
Total	49,630	$4,416,185 23

The actual payments of army pensions during the last fiscal year were as follows:

Invalids	$1,409,943 01
Revolutionary pensioners, (including expense of disbursing agencies)	166,757 89
Widows, mothers and orphans	2,763,667 70
Total	$4,340,368 60

NAVY PENSIONS.

The number of navy invalid pensioners added to the rolls during the year, was 271, at an aggregate annual rate of $17,702. Of the pensioners of this class previously enrolled, 7 had their pensions increased during the year, by an aggregate annual sum of $225.

Original applications of widows, orphan children, dependent mothers, or dependent sisters, of deceased officers or seamen of the navy, were admitted to the number of 248, at an aggregate annual rate of $33,762.

The total number of navy pensioners who had been paid within fourteen months, preceding the close of the fiscal year, was as follows:

	Number of Pensioners.	Yearly am't of Pensions.
Invalids	712	$46,173 10
Widows, orphans & mothers	793	133,018 00
	1,505	$179,191 10

The whole amount of navy pensions paid during the year was as follows:

Invalids	$30,578 26
Widows, orphans and mothers	133,215 66
Privateer invalids	454 00
Total	$164,247 92

GENERAL AGGREGATE.

The total number of army pensioners inscribed on the rolls during the year was 39,068, at an aggregate annual rate of $3,558,494 41.

The total number of army pensioners on the rolls was 49,630, at an aggregate annual rate of $4,416,185 23.

The total number of navy pensioners inscribed on the rolls during the year was 519, at an aggregate annual rate of $50,464. The total number of navy pensioners on the rolls was 1,505, at an aggregate annual rate of $179,191 10. Whole number of pensioners, 51,135, at an aggregate annual amount of $4,595,376 33.

COMPARISON WITH PREVIOUS YEARS.

The following table shows the number of pensioners, of the several classes, during the last three years:

Class of Pensioners.	1862.	1863.	1864.
Revolutionary soldiers	30	18	12
Widows of "	1,850	1,573	1,418
Army invalids	3,878	7,248	22,767
Widows, orphans & mothers, (army)	1,485	4,820	25,433
Navy invalids	421	544	712
Widows, orphans & mothers, (navy)	483	577	793
Total	8,417	14,780	51,135

The annual aggregates and total yearly payments during the same years were as follows:

	Annual Aggregate.	Total am't paid.
1862	$921,076 69	$790,384 76
1863	1,371,716 40	1,025,139 91
1864	4,595,376 33	4,504,167 92

BOUNTY LAND.

During the year ending September 30th, 1864, there were 1,812 land warrants issued, granting, in the aggregate, 286,960 acres of public land, as follows;

Under the act of February 11th, 1847:

20 warrants, 160 each			3,200 acres.
Under the act of March 3d, 1855, and supplementary act:			
1,740 warrants, 160 acres each			278,400 "
30 "	120 "		3,600 "
22 "	80 "		1,760 "
1,792			283,716 "

The whole number of acres of bounty land granted during the last three years was 635,900.

THE PENSION ACT OF JULY 14TH, 1862.

During the first quarter of the current fiscal year, the admissions under this act have been as follows:

	July.	Aug.	Sept.	Total.
Invalids (army)	972	878	822	2,672
Widows, orphans and mothers, do.	1,634	1,849	2,382	5,865
Navy pensioners, during the same months,				108
Aggregate				8,645

Assuming the admissions of this quarter as a basis, and taking the average rate per annum of these three classes from those on the rolls during the last fiscal year, we have the following results for the current year:

Class.	No.	Av'ge rate per annum.	Amount.
Invalids, (army)	10,688	$73 00	$780,224 00
Widows, &c., do	23,380	105 00	2,454,900 00
Navy pensioners	432	99 16	42,837 12
Total	34,500		$3,277,961 12
Add amount on rolls June 30, 1864.			4,595,376 33
Total apparent amount for year ending June 30, 1865			$7,873,337 45

Carriers of Luggage.—Construction of Statute, Excursion Trains.—Contract.—Carrier's Lien.

The late case of Ramsey against the The North-Eastern Railway Company, was an action brought against that company for the alleged unlawful detention of a portmanteau, containing personal luggage and samples belonging to the plaintiff, a commercial traveller.

The facts which appeared in evidence were as follows:

The North Eastern Railway Company are in the habit of running excursion trains to and from the various watering places on the coast, for which, besides the ordinary tickets, they issued others at a lower rate of charge on the condition (advertised by placards and handbills,) that persons availing themselves of these tickets should carry with them no luggage. Towards the end of October (1862) the plaintiff, who wished to go from Scarborough to Whitby and thence to York, went to the railway station at Scarborough with a portmanteau containing the articles before mentioned. Having got a porter to place the portmanteau in the luggage-van, the plaintiff proceeded to the booking office, and there obtained from the clerk a ticket—a first-class day-ticket, having the word "Excursion," printed upon it,—for which he paid five shillings; the price of an ordinary day-ticket for the same journey being nine shillings. The course of the journey was from Scarborough to Rillington, thence to Malton, where those passengers who are going to Whitby, get out and proceed by another train. When the train arrived at Malton, the plaintiff asked the guard to take the portmanteau out of the van, intending to leave it at Malton, in order that it might on his return from Whitby, go on with him to York. The guard declined to do this, telling him, that, as it was not booked for York, it must go on with him to Whitby. On his arrival at Whitby, the plaintiff went to the Commercial Inn, whence he sent the boots to the station for the portmanteau. The station-master refused to give it to him unless he paid three shillings and one penny for the carriage, 2 shillings from Scarborough to Malton, and 1 shilling and a penny from Malton to Whitby.

On his cross-examination, the plaintiff denied that he had seen the company's placards announcing that no luggage was allowed to be carried by passengers travelling with excursion tickets; but he admitted that he had seen a smaller hand-bill containing the same announcement.

On the part of the plaintiff reliance was placed upon the 39th section of the company's consolidation act of 17 and 18 Vict. C. CCXI, which enacts that "passenger travelling upon the said railways may take with him his ordinary luggage, not exceeding 150 pounds in weight for first-class passengers, and 100 pounds in weight for second and third-class passengers, without any extra charge being made for the carriage thereof;" and it was insisted that this provision was imperative upon the company under all circumstances.

On the part of the defendants it was submitted that the 39th section of the statute applied to passengers travelling in the ordinary way, and did not extend to prevent the company from making special bargains for the exclusion of luggage from excursion-trains, which from that nature required special arrangements which would be frustrated by the trouble and delay necessarily attendant upon the conveyance of luggage.

The cause was tried before Baron Martin and a jury, at the last Spring (1863) Assizes at York. The Baron, however, ruled that the act of parliament entitled every passenger to carry with him the stipulated quantity of personal luggage, and that no regulation of the company could deprive him of that right, and consequently that the plaintiff was entitled to a verdict.

The jury, accordingly returned a verdict for the plaintiff, damages 40 shillings.

The defendants' counsel in Easter Term last (1863) obtained a rule *nisi*, for a new trial, on the ground of misdirection on the part of the learned judge in "telling the jury that the company's act of 1854 entitled the plaintiff to have his luggage carried with him free."

Erle, C. J. I am of opinion that this rule should be made absolute.

The learned judge who tried the cause having before him the 39th section of the company's act, 17 and 18 Vict. C. CCXI. which enacts that "every passenger travelling upon the said railways may take with him his ordinary luggage, not exceeding 150 pounds in weight for first-class passengers and 100 pounds in weight for second and third-class passengers without any extra charge being made for the carriage thereof," thought that the words "every passenger" were to be taken in their literal sense, and therefore that one who came, and in consideration of a reduced fare renounced the right to carry luggage with him, but who had surreptitiously put his luggage into the train, might still at the end of the journey insist upon the right which that section gives to a first-class passenger. Such was the opinion of that very learned judge. But with all deference to him, I cannot assent to the proposition. I think the 39th section must be taken to mean every passenger choosing to claim that right in the first instance, not every passenger who by a pretended renunciation of the right induces the company to carry him at a reduced rate. It is undoubtedly competent to any man to renounce a privilege which is given to him by a statute. The plaintiff is, as it seems to me, in the same situation as he would have been in if, having got a 9 shilling ticket he had gone back to the clerk and got him to exchange it for a 5 shilling excursion-ticket, on his agreeing to go without luggage, and had then, without the knowledge of the company's servants, put his portmanteau into the van again. I think it is of great importance that no encouragement should be given to those who consider the laws of truth and honesty not obligatory upon them when dealing with railway companies. If, then, it was competent to the plaintiff in this case to renounce his right to have his luggage carried with him, do the circumstances create a right in the company to charge him for the carriage of it? Although he intended to have it carried gratis, do the facts raise an implied promise on his part to pay them a reasonable sum for the carriage of it? I am of opinion that, although the circumstances created no obligation on the company to carry the portmanteau safely so as to render them liable if it had been lost on the journey—as in the case where a passenger has palmed off merchandise as personal luggage—still it by no means follows that a party who thus uses the services of the company is not bound to pay for them what they are reasonably worth. I take it to be a wide general principle that you need not have an express contract to create an obligation to pay for goods delivered or services performed; but, where these have been obtained by means of deception, the law will imply a contract to pay what is usual and reasonable. In Chitty on Contracts, 7th edit. 19, it is said: The general rule as to the sufficiency of the consideration seems to be, that it may arise either —first by reason of a benefit resulting to the party promising, or to a third person, by the act of the promise, or secondly by reason of the latter sustaining any loss or inconvenience, or subjecting himself to any charge or obligation, however small the benefit, charge, or inconvenience may be; provided such act be performed, or such inconvenience or charge incurred, with the consent, express or implied, of the promiser or, in the language of pleading, at his request." That is sound law. Under ordinary circumstances, the charge for the carriage of a package like this from Scarborough to Whitby would be 3 shillings and a penny. The plaintiff caused that service to be performed for him, although he intended to have it performed without payment. According to the law which is clearly laid down in Scarfe *vs.* Morgan, 4 M and W. 270, I think the company were entitled to insist upon that lien. But it is said that they claimed too much, and that the excessive claim is a waiver of their right. They claimed 3s. 1d., being 2s. for the carriage from Scarborough to Malton and 1s. 1d. from the latter place to Whitby; and, inasmuch as the portmanteau was carried the latter distance against the plaintiffs will, it is said that the company are not entitled to charge for it. But I am of opinion that these may be considered as two separate claims; and the plaintiff was not entitled to have back his portmanteau until he had tendered what the company were lawfully entitled to claim. Further, am opinion that, when the train arrived at Malton, the guard did his duty to the company when he refused to allow the portmanteau to be left there at the risk of the company, and told the plaintiff, that, as he had brought it as luggage, i must go on with him. On the arrival of the portmanteau at Whitby, I think the company were perfectly justified in detaining it until paid for its carriage the whole distance.

The rule must be absolute for a new trial.

Rule absolute.

Lynn and Boston Horse Railroad.

A dummy engine has been contracted for by the Lynn and Boston Horse Railroad, to be ready for delivery on or about the 1st of January. Should the experiment prove successful, it will not only effect a large reduction of expenses, but afford a great saving of time and add much to the comfort of passengers. The receipts of the road for the year ending Nov. 30, 1864, were $129,926 62, being an increase of $41,241 37 over those of the year previous. The road has been kept in good condition, the usual four per cent. semi-annual dividend will be paid free of State and Government taxes, and a surplus of $8,000 will be left in the Treasury.

☞ The Western Railroad Company has increased its fares about 10 per cent.

Tramway on Mt. Cenis.

The work of tunnelling the Alps for railroad purposes is so slow compared with the necessities of internal trade and travel between France and Italy, that it is contemplated to build a railroad 48 miles long over the mountains on one of the military roads constructed by the first Napoleon. The tunnel will not be completed in less than twelve years, but the railroad can be built in two. When it is remembered that the summit of the pass through the mountains is seven thousand feet above the level of the sea, with gradients at some points of one in twelve, the descent equally rapid, the difficulties of the undertaking may be imagined. A locomotive expressly for such ascents and descents has been constructed. The railway will be covered with galleries of wood, iron and stone, to protect it from avalanches and snow drifts. The project has been favorably received by the Italian government, and English capitalists propose to build it. It will shorten the overland route to India five hundred miles.

Finances of the Sanitary Commission.

The Sanitary Commission has issued a financial report, giving an account of its receipts and disbursements from June 1, 1861, to October 1, 1864. The full exhibits is as follows:

Total amount of receipts		$3,088,124 58
EXPENDITURES.		
Supply department	$1,742,383 17	
Medical inspection	119,935 69	
Special relief	251,100 68	
Hospital directory	47,564 94	
Statistical department.	14,241 98	
Publications	38,800 37	
Expense	124,279 03	
Cash in hands of ag'ts.	64,027 90	
Miscellaneous	65,624 79	
Total amount of expenditure	$2,467,958 55	
Bal. of cash in hands of G. T. Strong, Esq., Treasurer, N. York, October 1, 1864	615,166 03	
		$3,088,124 58

The heavy expenditures since the 1st of October had on the 1st of December reduced this balance of $615,166 to $351,921.

The Three Years Treasury Notes.

Secretary Fessenden gives notice of the readiness of the Treasury Department to redeem on presentation, by payment in lawful money or by conversion into bonds as authorized by law; the Three Years Treasury Notes, bearing interest at a rate of seven and three-tenths per centum, issued under the act of July 17, 1861. Interest will cease on all such Treasury notes after three months from this date, at which time, under the law, the right of conversion ceases. Holders will therefore govern themselves accordingly.

☞ The transfer books of the Milwaukee and Prairie du Chien Railway Company will stand closed from the 16th to 31st Dec. inst., both days inclusive, for the purpose of taking the vote on the question of proposed lease of McGregor Western Railroad, as stated in Circular of the President of 8th of December. None but registered holders can vote.

☞ The Branch Railroad between Three Rivers and Arthabaska, is now finally completed, and is to be run by the Grand Trunk Company, of whose system of railways it forms a part.

Canadian Immigration.

The Department of Agriculture and Statistics at Quebec has completed the returns of immigration into Canada for the year 1864. From them it appears that the arrivals up to the 15th of October were 18,420, being an increase of 417 over the arrivals during the corresponding period of last year. Of this number 1,064 were cabin, and 17,356 steerage passengers. Seventy-seven sailing vessels conveyed 6,985, and thirty-four steamships, 10,535, making one hundred and eleven vessels that arrived with immigrants. The percentage of deaths on the passage was 32. Nearly two-thirds of the entire number remained in Canada. The number assisted to emigrate by charitable societies and private individuals was 960. The number that arrived from England was 681 cabin and 3,846 steerage passengers; from Ireland, 178 cabin and 3,389 steerage; from Scotland, 155 cabin and 2,678 steerage; from Germany, 4 cabin and 2,125 steerage; Norway and Sweden, 46 cabin and 5,198 steerage; and from Belgium (Antwerp,) 118 steerage. The nationalities of the immigrants are thus given: English, 2,681; Irish, 4,599; Germans and Russians, 2,276; Norwegians and Swedes, 5,418; Danes, 120; Belgians, 116; and Americans, colonists, etc., 653.

☞ The Mayor of Providence has vetoed resolutions taxing the Boston and Providence, and Providence and Worcester Railroads for the use of certain streets in that city, and directing that they shall keep the streets in repair, &c. The reason for the veto is that the corporations are already sufficiently taxed upon property held in that city. He says the Boston and Providence Company are now making improvements upon their proprrty in that city at a cost of $30,000, and the Providence and Worcester Company are expending $50,000 in a similar manner.

☞ The following table shows the aggregate of American and English steam tonnage which entered the port of New York from British ports during each year, from 1850 to 1863:

	American.	English.
1850	3,951	48,065
1851	54,785	41,880
1852	63,359	59,554
1853	73,314	31,388
1854	75,302	78,256
1855	66,092	33,650
1856	71,578	39,185
1857	48,649	137,678
1858	38,431	141,903
1859	2,989	183,354
1860	None.	221,724
1861	None.	256,857
1862	None.	231,043
1863	5,923	401,210

☞ The following will show the value of the different descriptions of dry goods imported at New York for the past eleven months:

Manufs. of	1862.	1863.	1864.
Wool	$25,671,200	$27,698,600	$30,952,700
Cotton	7,952,900	7,164,000	8,263,500
Silk	10,970,300	14,489,400	15,959,000
Flax	6,640,400	9,464,800	11,043,100
Miscellan'ous	2,419,500	3,346,800	3,812,800
Total	$52,654,300	$31,883,500	$70,031,100

OFFICE MARIETTA AND CINCINNATI R. R. COMPANY, Chillicothe, O., Dec. 17, 1864.

TO STOCKHOLDERS.—The transfer books of this Company, at the agency in New York and at this office, will be closed from the first to the fifteenth of January proximo inclusive.

2t-52 WM. E. WATSON, Secretary.

Travelers Insurance COMPANY,

HARTFORD CT.,

INSURES AGAINST

ACCIDENTS of EVERY DESCRIPTION,

CAPITAL, - - $500,000.

FIVE DOLLARS ANNUAL PREMIUM

Will insure $5,000 against accidental loss of life while traveling by any public conveyance.

TEN DOLLARS PREMIUM

Secures a policy for $5,000 and also $25 per week compensation for personal injury, incapacitating the assured from his ordinary business.

TWENTY-FIVE DOLLARS PREMIUM

Secures a full policy for $5,000 and $25 per week compensation for all and every description of accident, traveling or otherwise.

Policies for $500, with a $3 per week compensation, can be had for $3 per annum, or any other sum between $500 and $5,000 at proportionate rates.

INSURANCE TICKETS

Will soon be on sale at all the Railway Stations covering the passenger with $3000 Insurance in case of fatal accident, and **$60 Per Month** compensation for personal injury—at the rate of 10 cents for 24 hours travel.

JAMES G. BATTERSON, President.

RODNEY DENNIS, Secretary.

HENRY C. MARSHALL, General Ticket Agent.

EDGAR FORMAN, Agent,

161 Fulton St., cor. Broadway, New York.

OFFICE OF THE PITTSBURG, FORT WAYNE AND CHICAGO R. R. COMPANY, PITTSBURG, Dec. 15, 1864.

DIVIDENDS.—The Board of Directors have declared a Dividend of TWO AND A-HALF Per Cent. (free of Government tax) on the Capital Stock, for the quarter ending December 31st inst., and of THREE AND A-HALF Per Cent. (less the Government tax) on the Third Mortgage Bonds, for the six months ending December 31st inst., the latter in anticipation of that due April 1, 1865, both payable on and after January 17, 1865, at the Company's Office in this city, and by the transfer Agents, WINSLOW, LANIER & CO., No. 52 Wall street, New-York, to the holders as registered at the respective offices.

The transfer-books will close on the 21st inst., at 2 o'clock P. M., and will reopen on the 17th day of January thereafter. By order of the Board,

4t-52 W. A. BARNES, Secretary.

NOTICE to holders of the remaining unconverted shares of Galena and Chicago Union Railroad Stock: The dividend of Three and One-Half Per Cent., subject to government tax, declared payable on and after the first December, instant, on the Preferred Stock of the Chicago and North Western Railway Company, will also be paid on and after this date at the Company's Office, in New York, or Chicago, to the parties in whose names unconverted shares of the Galena and Chicago Union Railroad Company now stands, upon the presentation of the certificates at either of said offices for the indorsement thereon of the payment of the dividend, such unconverted shares amounting to 3,186, out of 60,284 shares, and much of which is understood to be held in trusts, or by agents, and persons not as yet enabled to convert the same.

By order of the Board of Directors.

JAMES R. YOUNG, Secretary.

New York, Dec. 16, 1864. 3t-52

FOR SALE.

20 Platform Cars—4-8½ or 4-10 Gauge.
2 Locomotives 4-8½ Gauge, 24 Tons, 15×20 Cylinder.
1 " 4-8½ " 28 " 15×24 "
1 " 5-6 " 24 " 14×20 "

KASSON & CO.,

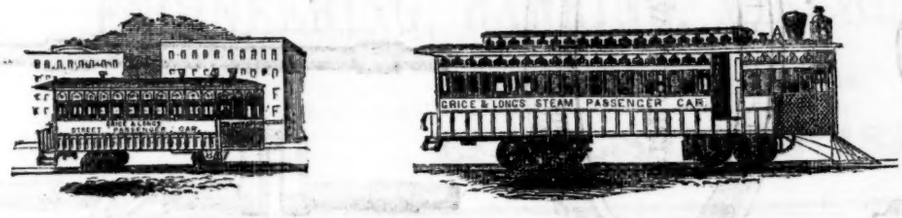
67 Exchange Place, New York.

WANTED

A gentleman with a capital of $25,000 to take an interest in a Car Manufacturing Establishment at New Haven, Ct. The business is already established, with a large capital invested, and in successful operation. Address this office, or box 2287 P. O., New Haven, Ct.

GRICE & LONG'S

STEAM PASSENGER CARS.



GRICE & LONG

PATENTEES OF STEAM PASSENGER CARS,

FOR STREET AND OTHER RAILROADS,

AND

BUILDERS OF ALL DESCRIPTIONS OF CARS.

Fulton Works, No. 1340 Beach street, Philadelphia,

Office 182 Broadway, New York.

The attention of all interested in Railroads is invited to our Steam Cars for city or other Railroads. Their economy, durability, and efficiency commend them to all who have them in use, or witnessed their operation. They are now being introduced on Street and Suburban Roads in and adjacent to the principal cities; also on Tributary Roads.

With minimum weight and expense they have maximum power and capacity, and are free from noise and smoke. They can ascend the steepest grades, and turn the shortest curves with facility.

We are also prepared to execute orders for all other descriptions of Cars. Circulars with detailed information will be furnished on application.

C. W. Betts. E. H. Denslow.

Betts & Denslow,

BANKERS and BROKERS,

No. 24 William Street,

NEW YORK.

Gold, Government Securities, State and Railroad Stocks and Bonds, bought and sold on Commission exclusively, at the NEW YORK STOCK EXCHANGE.

James Wadsworth & Co.

61 CEDAR ST.,

NEW YORK.

RAILWAY COMMISSION MERCHANTS.

IMPORTERS AND DEALERS IN

ENGLISH AND AMERICAN RAILS.

CHAIRS, SPIKES, TYRES,

Boiler Tubes, etc., etc.

CONTRACTS MADE FOR

LOCOMOTIVES,

FREIGHT AND PASSENGER CARS.

Railroad, City, and County

BONDS NEGOTIATED

UPON FAVORABLE TERMS.

James Wadsworth. T. Mitchell Tyng

Geo. Quackenbush,

Stock Commission Broker,

30 BROAD STREET,

(Johnston's Building.)

NEW YORK.

GOVERNMENT SECURITIES, RAILWAY STOCKS, &c., Bought and Sold on Commission.

Marine & Fire Insurance.

METROPOLITAN

INSURANCE CO.,

No. 108 BROADWBY, N. Y.

Cash Capital, - - - - - - $300,000

Assets, July 1. - - - - - - $708,502

This Company insures at customary rates of premium, against all MARINE and INLAND NAVIGATION RISKS on CARGO or FREIGHT; also, against loss or damage by Fire.

IF PREMIUMS ARE PAID IN GOLD, LOSSES WILL BE PAID IN GOLD.

The assured receive 75 Per Cent. of the net Profit without incurring any liability, or in lieu thereof, at their option, a liberal discount upon the premium.

All losses equitably adjusted and promptly paid.

SCRIP DIVIDEND declared Jan. 12, 1864.

THIRTY-FIVE PER CENT.

JAMES LORIMER GRAHAM, President.
ROBERT M. C. GRAHAM, Vice-President.
EDWARD A. STANSBURY, 2d Vice-President.
JOHN C. GOODRIDGE, Secretary.

IMPROVED LOW

Pressure Steam Warming

AND

Ventilating Apparatus.

WYLLYS H. WARNER,

LATE

HILLS & WARNER,

No. 3 Murray St.,.....New York.

The first and only Low Pressure Steam Heating Apparatus with OPEN BOILER ever used for warming and ventilating

Public and Private Buildings,

Hotels, Churches, Hospitals,

Green Houses, &c., &c.

WARRANTED EFFICIENT, ECONOMICAL AND SAFE.

GOODYEAR BROTHERS & DURAND,

BANKERS,

No. 18 Broad St., New York.

INTEREST ALLOWED ON ACCOUNTS, subject to check at sight, as with Banks. Collections made on all accessible points, at the lowest rates.

ALL KINDS OF GOVERNMENT SECURITIES,

RAILROAD STOCKS, BONDS, GOLD, &c., bought and sold on commission. Orders filled in Philadelphia and Boston without extra charge. Coupons and interest on United States Registered Bonds Collected.

CHAS. GOODYEAR, Banker, Schoharie Co. Bank, N.Y.
GEO. GOODYEAR, New Haven, Ct.
GEO. G. GOODYEAR. HARVEY DURAND.

REFERENCES.

Hon. John J. Cisco, late Assistant U. S. Treasurer,
Jacob Russell, Esq., Cashier U. S. Treasury,
H. T. Morgan, Esq., (of H. T. Morgan & Co.,) New York.
Hon. Erastus Corning, Albany, N. Y.
A. B. Johnson, Esq., Utica, N. Y.
Jay Cooke & Co., Washington.

RICHARD DUDGEON,

MACHINIST,

24 COLUMBIA ST., NEW YORK,

WOULD respectfully inform his friends and the public that he has removed to his new Building **No. 24 Columbia Street,** where he is prepared to furnish

Hydraulic Jacks, of from 4 to 150 tons lifting power. PULLING JACKS of different sizes.

Hydraulic Presses WITH PLATENS.

Hydraulic Punches for punching iron from three-eighths to 1 inch thick. **Force Pumps** for Hydraulic Presses. Force Pumps for testing tubes, cylinders, etc.

STEAM CARRIAGES for good hard roads.—Squirting Oil Cans, also Danver's Patent Steam Hammer

---

A. WHITNEY & SONS

CAR WHEEL WORKS,

Callowhill & Sixteenth Sts.,

PHILADELPHIA, PENN.,

FURNISH CHILLED WHEELS for Cars, Trucks, and Tenders. CHILLED DRIVING WHEELS and TIRES for Locomotives. ROLLED and HAMMERED AXLES. WHEELS and AXLES FITTED COMPLETE.

CAST STEEL.

MANUFACTURED BY

NAYLOR, VICKERS & CO., SHEFFIELD, ENGLAND.

CAST STEEL TYRES WITHOUT WELD,

Reversible Crossings and Frogs, Disc Wheels, Pistons and Piston Rods without weld, Crank and Straight

AXLES, AND EVERY DESCRIPTION OF STEEL FOR RAILWAY PURPOSES.

STEEL CROSSINGS have been in use more than three years with very little perceptible wear, in places where the ordinary ones had to be replaced every four months. They have been estimated to be good for ten years in the worst places.

THE **"VICKERS" TYRES are in constant and extensive use on almost all** the Railways in Great Britain, and also on many roads in other parts of Europe. Their chief advantages are:—1. Their Durability: they will outlast any Iron Tyre without being turned, and for this reason are cheaper than Iron Tyres (free of cost). 2. Their Safety: being without a weld they are not liable to break, and Steel is proved to be a stronger and tougher metal than any other. 3. Their Uniformity they do not wear in flat places nor "laminate." 4. They are not injuriously affected by frost, and are guarantied to stand the severest climate.

STEEL AXLES will be found economical, because they may with safety be made much lighter than those of Iron. They will wear longer and "smoother," and will consume much less oil; nor are they liable to granulate from constant use.

For CIRCULARS, GIVING FULL PARTICULARS AND TESTIMONIALS, PRICES, etc., apply to **NAYLOR & CO.,**

421 Commerce street, Philadelphia; 99 John street, New York; 80 State street, Boston.

Great Northern Oil Co.

OFFICE 24 BROAD STREET,

And 67 Exchange Place near B'way.

CAPITAL, - - - - $2,000,000.

Manufacturers and Sole Proprietors of the

HENDRICK LUBRICATOR.

Also dealers in SPERM, LARD, WHALE, and other OILS.

OFFICERS.

JOHN BRYAN, President, New York.
JACOB S. ATWOOD, Vice-Prest.
J. A. WISNER, Sec'y and Treas'r.
E. E. HENDRICK, Superintendent.
WM. N. MARCUS, Gen. Agent.

SANFORD'S MAMMOTH OR GLOBE HEATERS.

The best stoves for RAILROAD DEPOTS and SHOPS, and all places where a great heat is required. They are very durable, and very economical of coal.

Beware of imitations that are inferior in strength and in other respects.

TESTIMONIALS.

HUDSON RIVER RAILROAD OFFICE, N. Y

This Company have now in use, over two hundred of Sanford's Mammoth Heaters, in Station Houses, Work Shops and Engine Houses; we commenced using them in 1853, and some of the first stoves put up are still good and in use. We consider them the best Heaters now in use.

J. M. HEBARD, Supply Agent.

UNION FERRY COMPANY.

The Mammoth Heaters have been used by this Company in the waiting rooms at the several ferries and found to be very excellent stoves and more durable and valuable than any here before used. CYRUS P. SMITH, Managing Director.

MANUFACTURED AND SOLD BY

SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water street, New York.

Sanford's CHALLENGE HEATERS

SET IN BRICK,

PORTABLE

OR AS

FIRE PLACE

HEATERS,

FOR WARMING BY ONE FIRE WITH PURE, SOFT AIR

Dwellings, Churches, Hotels, Public Halls, Railroad Depots, Vessels, etc.,

WITH AND WITHOUT REGISTERS.

THE MOST POWERFUL HEATERS AND THE

Greatest Fuel Savers in the World:

With an unparalleled mass of unimpeachable testimony of well-known Citizens, Ministers, Doctors, Lawyers, Merchants, Mechanics and others.

Send for pamphlet containing full description and testimonials.

SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water st., N. Y.

The COSMOPOLITE PARLOR RADIATOR, & GAS BURNER,

Introduced one year ago, already ranks as the **LEADING STOVE** for PARLORS, SITTING ROOMS, and all places where a soft, pleasant heat is desired.

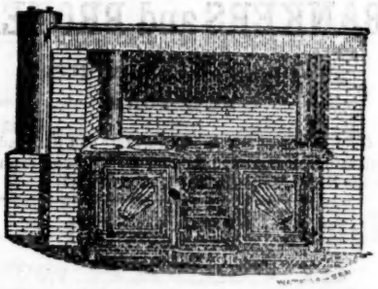
Fire may be kept all winter with an astonishingly small supply of coal.

Send for description and testimonials.

SANFORD, TRUSLOW & CO.,

Nos. 239 and 241 Water st., N. Y.

SANFORD'S



Challenge Air-tight KITCHEN RANGES,

May be placed in a fire-place without masonry and with or without water-back; or may be set out on feet, as an ordinary stove.

This Range, already very popular, has the **LARGEST OVENS** of any in the market; BAKES PERFECTLY, never failing to brown at the bottom; BOILS, ROASTS and BROILS with unequalled facility and dispatch, and with extraordinary **ECONOMY OF FUEL**, which may be either coal or wood. Flues large and easily cleaned. A child can manage it, so simple is its construction. Castings extra heavy, and design plain and chaste.

Four sizes, adapted to families and hotels.

Beacon Light

SUMMER AND WINTER

PORTABLE RANGE,

Is a very popular range, having six boiler holes, one large oven that bakes perfectly, with an arrangement for roasting, or heating irons at the end. It is very economical of fuel. For a FEW DOLLARS a family may be supplied with a PERFECT COOKING APPARATUS, equal to the highest price stove in the market.

Three sizes, adapted to coal, or wood.

SANFORD, TRUSLOW & CO.,

239 and 241 Water st., N. Y.